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THE LARGEST CIRCULATION IN SOUTH CHINA.

HONG KONG, SUNDAY, APRIL 28, 1929.

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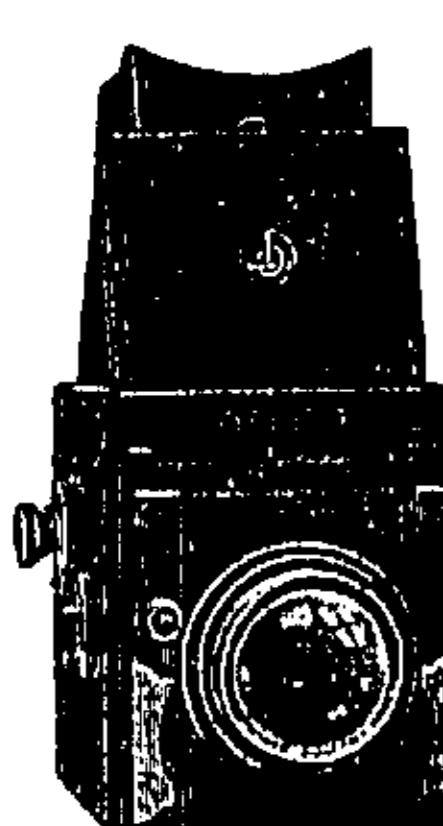
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Hongkong Sunday Herald.

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DUKE SAYS GOOD-BYE WHAT HE LIKED AT CHINESE LUNCHEON "A GOOD OMEN" Ever-Puzzling Chopsticks Mastered PAI-LAU A WORK OF ART

His Royal Highness the Duke of Gloucester has bidden farewell to Hong Kong. And although he is away, memory lingers. Our thoughts and best wishes go with him.

During his short sojourn here, His Royal Highness has shown us what a good sport he is. He played polo and golf, rode in the races, and even mastered the use of the ever puzzling chop-sticks.

At the Chinese luncheon given in his honour yesterday, at the Kam Ling Restaurant by the Chinese Chamber of Commerce, His Royal Highness frankly admitted that of all the savoury dishes put before him, the bowl of partridge congee was the best.

He also admitted to Mr. Ho Kom-tong that although he had not won a race, he was immensely thrilled. He liked riding on Chinese ponies, and felt sure that if given a little training, he would beat some of our local crack jockeys.

PICTURESQUE BANQUET HALL

Nothing was left undone by the president and members of the Chinese General Chamber of Commerce. The luncheon given in honour of H.R.H. The Duke of Gloucester was a huge success.

A huge p'ai-lau was built at Whitty Street, about fifty feet away from the entrance of the Kam Ling Restaurant. It was a work of art, and anyone who knew anything about p'ai-lau erection, would at once say that that p'ai-lau was costly and only a firm with many years' experience could have put up such a masterpiece.

From the corner of Des Voeux road West leading to the main entrance of the Kam Ling Restaurant, the roadway was lined with tables were also decorated with pots of greenery on both sides. The decoration outside of the restaurant was another work of art.

The Flora Decoration

French cut flowers of every hue were strung from all angles, some in the shape of a huge bell, flower-basket, human figures, etc. were to be seen hanging from the pillars, and just above the threshold of the door. At the lobby was a bub-

bling fountain. The lighting scheme was so perfect that the flowing water had the colour of a rainbow.

The banquet hall on the third floor presented another most picturesque scene. There again fresh cut flowers predominated. They were hanging down from the ceiling in clusters. Separated by a distance of only a few feet, huge flower-baskets were suspended. Roses, pansies, violets, sweet peas, heliotrope and carnations were vying with each other to pay their homage to the Royal guest.

Between the flower-baskets, coloured paper streamers floated in the air. Not to be outdone, the tables were also decorated with an abundance of flowers, all so artfully arranged, that one might have imagined that the meal was being served in an arbour.

Bainly bouquets of carnations, pansies, violets and roses were placed in miniature silver flower vases before each guest. These were for the guests to adorn their button-holes.

It is understood that neither

was Lieut. Watson injured nor his plane damaged by the unfortunate occurrence.

The landing of the machine was a perfect one.

Immediately after the accident,

the aerodrome authorities com-

mitted with the Police at

Kowloon City Station and Inspector

Phillips and some of his men

went out to Kai Tack and remov-

ed the three bodies to the Kow-

loon mortuary. There is no indi-

cation of anyone else having

been injured in the unfortunate

accident.

Lieut. Arthur Oliver Watson,

R.N. (H.M.S. "Hermes") is an

aviator of many years' experience.

He was attached to the Royal Air

Force in August, 1924, and has

been at Kai Tack almost two

years.

There were over two hundred

present to await the arrival of

His Royal Highness. The spacious

banquet hall was buzzing with

life. Then suddenly all was

silent.

The whirl of motor-cars was

heard. A couple of minutes later,

His Royal Highness entered the

hall in the company of H.E. The

Governor and staff, followed by

other guests.

Those who had not yet seen the

Duke and even those who had,

craned their necks to catch another glimpse of the Royal visitor.

Then amid silence, the guests took their seats.

The Guests

A long table facing the only

mirror in the room, according to

Chinese etiquette, was reserved

for the guest of honour. His

Royal Highness was guided to the

middle seat by Sir Shou-sun Chow.

H.E. the Governor seated next to

the Duke, and the others who

were seated on the same table

were—

The Hon. Mr. Beith, Vice-Ad-

miral Winstell the Hon. Mr.

Shenton, Major-General Sir Hugh

Ellis, Mr. W. H. Bell, Sir Henry

Gillan, Mr. A. H. Ferguson, Mr.

J. P. Warren, Capt. Kerr, the Hon. Mr.

Shou-sun Chow, the Hon. Mr.

North, Mr. A. H. Compton, the

Hon. Mr. Craney, Sir Robert Ho

Tung, Mr. W. L. Paterson, the

Hon. Dr. Tao, the Hon. Mr. Hynes,

Major-General J. W. Sandilands,

2.30 p.m.

To-day's Weather

Light variable winds,

cloudy, misty, occasional rain.

The Dollar

The closing rate of the dol-

lar on demand yesterday was

1/11 7-10.

KAI TACK TRAGEDY

Sad Sequel to Duke's
Farewell

PLANE'S MISHAP

Three Chinese Spectators Killed
On Spot

A pitiful tragedy which resulted in the death of three Chinese followed Hong Kong's farewell to His Royal Highness the Duke of Gloucester last evening.

Just before the Duke's departure from Hong Kong on H.M.S. "Suffolk" at 6 p.m., ten aeroplanes flew over the harbour to join in the farewell to the Duke.

They escorted H.M.S. "Suffolk" to beyond Lyemoon and then returned to Kai Tack just before 7 p.m., when it was already quite dark. It was whilst the planes were landing that the tragedy occurred.

As usual a crowd of Chinese had gathered in the vicinity of the aerodrome to see the planes land. Nine landed safely, but the other a Fairay (S125) flown by Lieut. A. O. Watson, R.N., on account of the dusk, misjudged its swoop and came down outside the landing ground, a few feet away from the Chinese crowd of onlookers.

These scattered in all directions, but three were not able to get out of the plane's way in time and were hit. All received terrible injuries and were killed practically instantly. It was learned late last night that one of the dead Chinese, who was apparently struck by the propeller, had his head almost severed from the body.

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was Lieut. Watson injured nor his plane damaged by the unfortunate occurrence.

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the aerodrome authorities com-

municated with the Police at

Kowloon City Station and Inspector

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His Royal Highness entered the

hall in the company of H.E. The

Governor and staff, followed by

other guests.

The endeavour to revive the

movement is not expected to suc-

ceed, as it is not receiving any

encouragement from the Chinese

authorities as it is unlikely that

the demands will go beyond the

Foreign Minister's office.—Reuter.

BOYCOTT TALK

More Anti-Japanese Feeling

<h3

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2.00 p.m. "SUI TAI" do. 2.00 p.m. "SUI AN" (Sundays Excepted)

SUNDAY EXCURSION:

From Hong Kong: SUNDAY, 28th April.
9.00 a.m. "SUI AN" 4.00 p.m. "SUI AN"

HOME SPORT.

PRINCE OF WALES' CAPTAINCY

The Prince of Wales has consented to accept the captaincy of the Royal West Norfolk Golf Club, Brancaster, and will succeed the Duke of Gloucester in that office. Although he has not visited Brancaster since his return from abroad, the Prince has been frequent visitor to the links, which are within easy reach of Sandringham. It may be recalled that he played for the club last Whit Monday against Brancaster Artisans' team, and that the Royal golfer was defeated on the last green by "Bob" Lake, a seventy years old gardener. Following this match the Prince showed much interest in the details of the lives of the working-men golfers.

OXFORD UNIVERSITY BEATEN

Oxford University suffered a heavy defeat in a match by singles and foursomes against a team representing the Oxford and Cambridge Golfing Society of Rye. The Society won the singles by eight games to three, with one halved, and in the foursomes they only managed to halve two of the six games. Cyril Tolley played good golf to beat A. S. Bradshaw, the Oxford captain, by 6 and 4 in the leading single, and in partnership with Colonel Lumsden, Tolley halved with Bradshaw and R. H. Baugh in the foursomes.

AMERICAN CHAMPION BEATEN

Johnnie Farrell, the American Open Champion, was third with a score of 266 in the Florida open tournament at Jacksonville. The competition was won by Horton Smith (Missouri), who had rounds of 70, 72, 70, and 72, for a total of 284. One stroke behind Smith was Frank Welsh (Wisconsin), who played brilliantly in the final round for a score of 67. Densmore Shute (Ohio) and Tommy Armour (Washington) tied for fourth place at 288.

HAIG CUP AT ST. ANDREWS

Members of St. Andrews Club held their annual competition for the Haig Cup, when there was an entry of close on 150. Play was over the New and Eden courses, in favourable weather.

BRITISH CHAMPION IN THE MAKING



R. M. N. Tisdall, Shrewsbury freshman, is hailed as the coming champion British athlete. He has distinguished himself as a sprinter and low hurdler, and has established several new marks.

SOCIAL GOSSIP

Mr. A. E. Pritchard of the Inspector-General of Customs has left Peking for home leave in England.

Capt. W. I. Eisler of Eisler, Reeves, Murphy & Tipple, Ltd., arrived in Tientsin on a business trip.

Herr H. von Borch, the German Minister, was expected to arrive in Shanghai from Peking last week. After a brief stay he will leave for Nanking to present his credentials to the National Government.

Word has been received of the transfer of Mr. R. A. Hall, Vice-Consul in H.M. Consulate-General, Hankow, to the Consulate-General at Nanking. The move, says the "Central China Post," which marks a deserved promotion, will cause the loss to Hankow of a very popular member of the local consular service. Mr. Hall is to be relieved by Mr. Montgomery.

Mr. Justice Rowlett, who has sent a lot of 17 to three years' penal servitude to one of the judges who keep out of the limelight as a rule. He has been on the Bench for over 10 years, and beyond an occasional protest against delay or "unintelligible" legislation he seldom entwines his court. Once when some oysters formed an exhibit, in case he ordered them to be taken away as he might be tempted. He presided over the Indian Criminal Conspiracies Commission some time ago and was given the K.C.S.I. for his services.

The death took place on April 17, says the "North China Daily Mail," of Captain Peter F. Lorenzen, aged 75, father of Mr. Max Lorenzen of Tientsin. Capt. Lorenzen, born in Denmark but of German citizenship, was for many years pilot at Newchwang, where he was held in high esteem. He came to Tientsin and was treated by Dr. Junkel in his hospital. The cause of death was stated to be old age.

The scene of "Flame," the new play made by Sir Gerald du Maurier put on at the St. James's Theatre, London, is laid in a hunting country, and most of the characters are hunting people. Mrs. Ronald Trew, who is joint authoress of the play with her sister, Miss Audrey Carten, has been hunting for the last two seasons with the Whaddon Chase Hunt, at Leighton Buzzard. This does not necessarily mean that the prototypes of her characters can be found hunting with the Whaddon Claws.

An interesting presentation was made by the staff of the Shanghai Provincial Court afternoon to two of their comrades, Sgt. A. V. Stevens and Sgt. J. Montgomery, who were leaving for Home on holiday. The presentation was made by Mr. J. E. Wheeler, Chief Clerk of the Court and Assistant Commissioner of Police, and the recipients replied suitably. Mr. Stevens received a pair of silver mounted hair brushes and Mr. Montgomery was presented with a silver wrist watch.

Get Back to Cricket!

Australia has won the fifth Test. The efforts of her young blood deserved that satisfaction as clearly as the merit of the whole English team had earned the rubber. We ("London Observer") have never sent a better side to Australia. Hammond has earned particular glory, but all those playing regularly in the Tests have proved their quality. No one can ask now whether English players hold their own. But these desperate ordeals of nerve and endurance cannot be called cricket. The clockless match subordinates the whole genius, and the whole joy, of cricket to the onlookers' interest in the result. England and Australia run the risk of destroying a game dear to both by letting their honourable rivalry become too much of an obsession. The technique of the game developed at the expense of its soul. There must be no more of these interminable Tests, in which the batsman's art, on the most perfect wicket ever seen, is paralysed by his defensive responsibilities. The negative virtues are unduly exalted in such conditions. We must get back to cricket.

Speeding Up Needed

There must be few followers of the game who would not now agree that "clockless cricket" should not be allowed to continue. In order to score rapidly on a good wicket in Test matches cricket to-day it is probably necessary deliberately to renounce the very high scores which can be achieved by unlimited patience. This voluntary sacrifice of safety to sporting methods may be desirable, but it is not very easy to bring about in a Test match atmosphere, particularly now that Test matches are surrounded with such fervid enthusiasm and with so much world-wide publicity. If a time-limit of less than a week were established for future Test matches in Australia the result might well be that at least four out of the five matches would be left drawn. The only other practical remedy is some drastic alteration of the rules, such as widening the wickets or limiting still further the batsman's right to use his pads as a means of defence. But any such change in the rules would mean a very unwelcome break with that long tradition which gives to cricket so much of its charm and interest. If, however, the game is to be preserved in its present form the younger players will have to see to it that the eighth-day Test matches die a natural death, says the "Yorkshire Post."

MASTERSHIP OF THE WEST NORFOLK

Much regret is felt in the West Norfolk country at the resignation of Lieut.-Col. C. D. Seymour, whose connection with it goes back more than a generation. He has held the Mastership continuously since 1913, but he had previously hunted the whole of the country from 1895 to 1902 after holding a part of it from 1892. This is quite an ancient hunt, and is known to have existed from 1634. Among the distinguished fox-hunters who have held the Mastership are "Coke of Norfolk," who was in office for nearly forty years, and Sir Jacob Astley, who afterwards became Lord Hastings. It will be exceptionally difficult to replace Colonel Seymour, who has consistently shown first-rate sport.

BOAT-RACE HUMOUR

Shouts of laughter greeted the appearance at Putney, prior to the boat race of mock boat race crews, supposed to represent the crews of a century ago. They had enormous tufts of hair stuck on their cheeks for side whiskers and gigantic ties and top-hats, except the coxes, who wore bowlers and carried small horns wherewith to instruct the crews, and several bottles of whisky. The oarsmanship of the crews was very doubtful, and they never unduly exerted themselves. "Cambridge" were victorious by a length and "Oxford" politely raised their hats to the winners who returned the compliment.

WILLIE SMITH'S LAST EXHIBITION

Smith gave his final display at Birmingham, prior to starting for his Australian tour, during which he will call at Singapore, where at the New Spring Hill Hall he met Harry Hollwell, one-time champion of the Birmingham market, to whom he conceded 500 in a time test game. Smith won easily by 80 to 67, making breaks of 281, 152, and 147, while Hollwell's best were 42 and 38. Playing Alec Mann at singles, Smith won by 68 to 32. Smith also visited the Metropolitan Carriage Works Social Club, Oldbury, where Mann was his opponent at billiards and snooker. Conceding 400 in 1,000, Smith won easily, making breaks of 320, 155, and 153. Scores:—Smith, 1,000; Mann (rec. 400), 630. Two games of snooker were played, Mann winning the first 66–54, and Smith the second 60–54.

MR. FRED G. SCALE, who has had a severe attack of double pneumonia, is making satisfactory progress towards recovery, and expects to be out of hospital in a week or ten days, says the "N. C. Daily News."

MR. WILFRED LAMB, of Messrs. Jardine, Matheson & Co., is shortly going home on leave, after five years' service in Tientsin. The "North China Daily Mail" remarks that he will be much missed in musical circles, where he holds leading rank, and deserves the warmest thanks for the way in which he has used his vocal talents at the army entertainments and in other good causes.

MR. GRANVILLE WOODWARD, American Trade Commissioner of the local office of the U.S. Department of Commerce, left Shanghai last week for Tokyo, Yokohama to meet his fiancee, Miss Maria Mae Cattern of Los Angeles, California. The wedding will take place in Yokohama on the day Miss Cattern arrives. Afterwards Mr. and Mrs. Woodward will spend a two weeks' honeymoon in Japan, returning to Shanghai on May 17.

SIR ARTHUR SUTHERLAND, vice-president designate of the Chamber of Shipping of the United Kingdom, is one of the best-known British shipowners. He is in his sixtieth year, and his country seat is Hathpool, in the beautiful and romantic Borderland. His other estates are at Dunstanburgh, with its historic castle, Embleton, Dunstan, Stamford, and Newton-by-the-Sea. Hathpool belonged to Admiral Collingwood, and in it is an oak wood planted by him. In the belief that one day England would want the timber for her ships of war.



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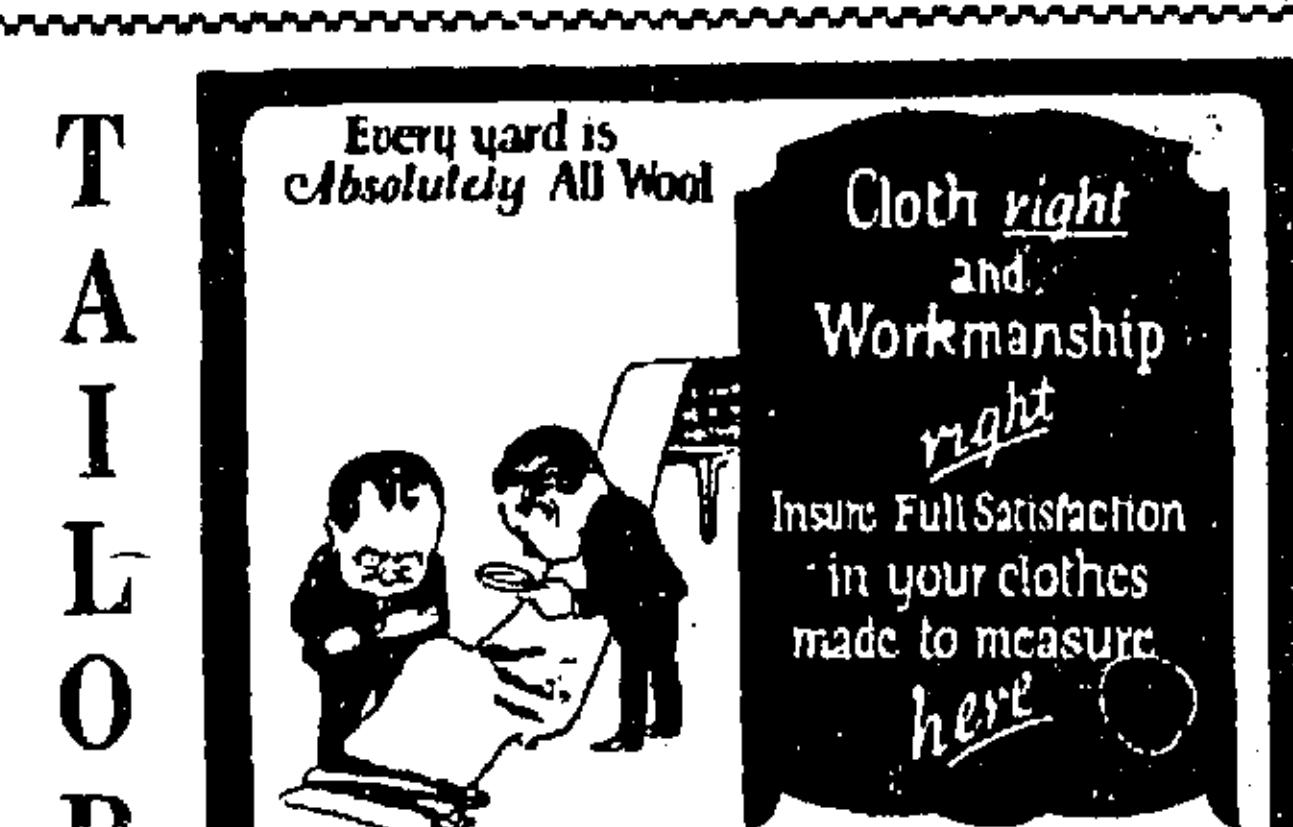
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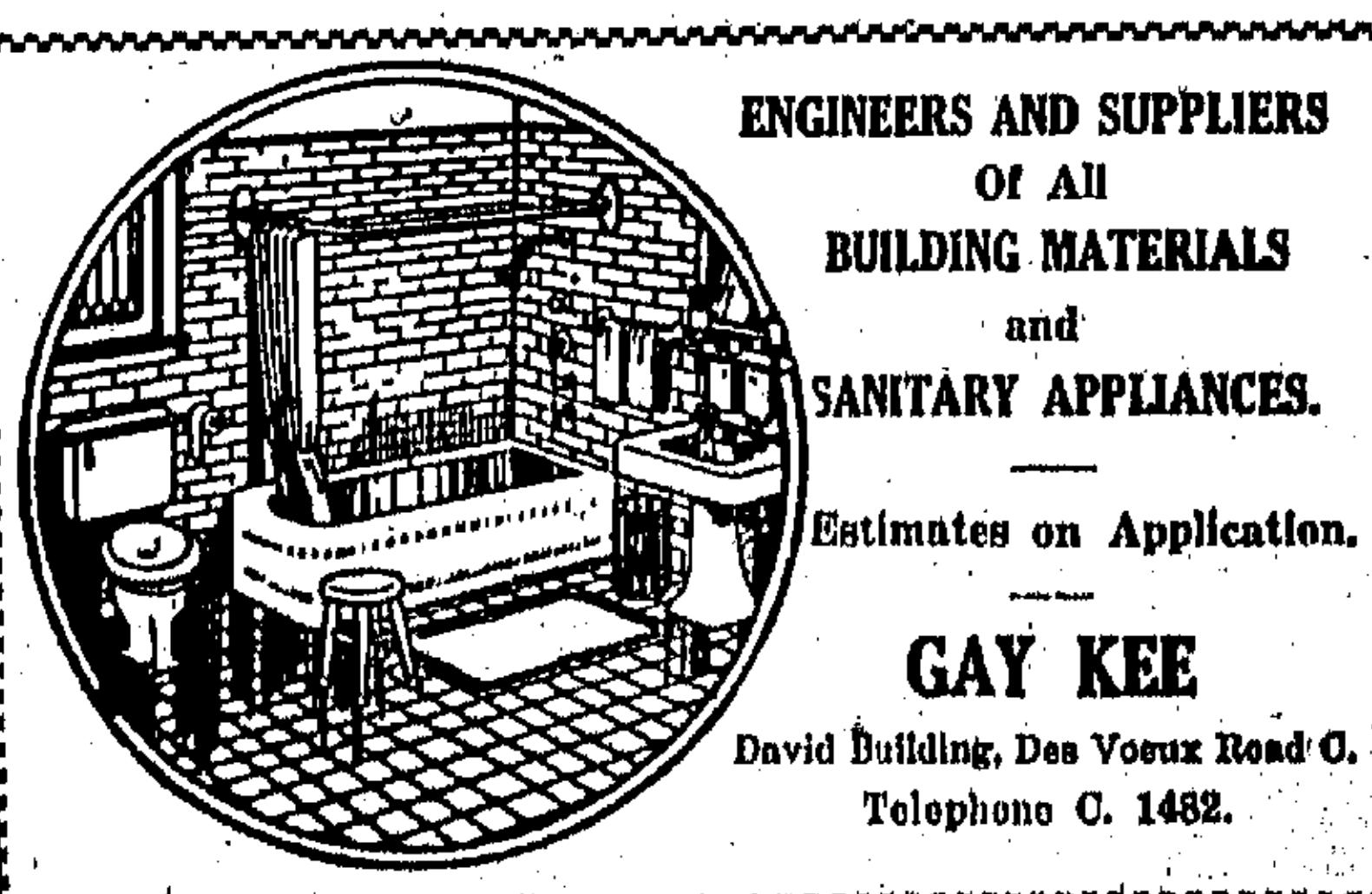
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MUSICAL MOMENTS.

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That's why babies gain and grow on "LACTOGEN."

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TO-DAY & TO-MORROW 5.20 & 9.15 p.m.



CLARA BOW
"ROUGH HOUSE ROSIE"
AT THE **MAJESTIC**
NATHAN ROAD, KOWLOON.

At 2.00 & 7.15 p.m. Chinese Picture "HUNG LIN TEMPLE"

FOOTBALL LEAGUE

**Championship Still
Undecided**

DRAW AFTER EXTRA TIME

**Somerset Hold The
Athletic**

All roads in local "soccer" led to Caroline Hill yesterday when, after 90 minutes' play, the Somersets and the Chinese Athletic drew in a thrilling game before an immense gate, the large stands packed before the kick-off.

A draw represented the run of play as each side missed good scoring chances and the fortunes of the game fluctuated considerably.

The match itself was a thriller. Although there were poor patches there was much rousing and clever football.

The Game

Before a packed ground with thousands on the higher slopes the teams turned out as under: The Athletic had the assistance of Lai Wai-koon and Ng Kam-chuen, the latter appearing after several weeks' absence. The Somersets ran two changes, Knapp coming in at right half and Rayson going to outside right.

Somersets: — Hall; Hayward, Lawrence; Knapp, West, Chedzey; Rayson, Baker, Guest, Bewleybull, and Butcher.

Chinese Athletic: — Chan Shek; Wong Shiu-wo, Lai Yak-tat; Lam Yat-ying, Wong Shiu-wa, Ho Cho-yin; Ng Kam-chuen, Lai Wai-koon, Wong Pak-cheong, Suen Kam-sung, and Chen Kwong-iu.

Referee—Mr. F. Smith.

A Bright Dash Early

The Athletic kicked off and Chen showed his paces early with a bright dash on the left and the Somersets goalkeeper had to throw away. Butcher and Bewleybull, with nice passing, took the ball to the other end, but a free to the Athletic relieved, Hall saved from Suen, and the Chinese crack just after sent outside with a fine drive. West and Lawrence relieved strongly, and after a great tussle around the Somersets' goal the leather was got away amidst great excitement. The Somersets now took up the running again, and Rayson centred beautifully, but with Rayson and Bewleybull both up, the inside forward missed a great chance. The Athletic almost immediately after attacked hotly, and Suen, going right through after a clever bit of work by Wong Pak-cheong, banged hard against the goalkeeper. Excitement was intense. Both sides were playing a rousing game, and the match was forceful and withal clever. The interval arrived with a blank score sheet.

Desperate Play

The second portion of the game was desperately fought out, both teams showing signs of the hard going the Somersets fore and aft were playing strong football and excepting for a few lightning-like dashes of Chen on the wing there was not much in it, the defence on both sides being strong. Bewleybull tested Chan Shek with a great shot well out, whilst Suen placed beautifully for Chen, who hit the side post.

The Somersets forced several corners which were splendidly placed by Butcher, and Chen Shik just got to one high in the corner. End to end play of a fast nature was the order, West doing great work with the speedy Chinese insides, but, although both sets of forwards came near to scoring, time arrived with no score.

Extra Time

The extra time necessitated opened sensational for within two minutes Suen slipped the backs cleverly and scored nicely.

The Somersets stuck grimly to their task and Guest came near, but the Athletic led at the interval.

The concluding interval of ten minutes saw the Somersets put on a fine spurt and Chan Shek saved from Baker and Guest in succession.

Somersets Saved!

Time was slipping away and the crowd had gathered round the Grand Stand obscuring a portion of the play, but in the last half minute of the match Lai Yak-tat hesitated to clear and Bewleybull netted.

The match will require to be replayed. It certainly was a great afternoon's sport and some of the

MILITARY SPORTS

**S.C. Command Holds
Inter-Unit Contest**

ONE OPEN EVENT

The Athletic sports, under the aegis of the South China Command, for regiments stationed here, will be held on May 3 and 4, at Sookumpoo Valley.

The various events will be contested by teams from different units. There will only be one open event for the public—the one mile flat race, to be held on Saturday, May 4.

CUP FINAL

**Bolton Win at
Wembley**

London, Yesterday.

To-day 93,000 spectators, including the Prince of Wales, (who received a tremendous ovation) witnessed the final of the English Football Cup. There was no scoring at half-time, but in the second half Butler and Blackmore scored for Bolton without Portsmouth responding, the scoring thus being:

Bolton 2
Portsmouth 0

The teams, on lining up, were presented to the Prince of Wales.

In the first ten minutes Portsmouth pressed almost continuously, and their forays, showing splendid cohesion, beat Bolton's international half-backs repeatedly. Bolton's passing was erratic. Portsmouth never flagged, but at the end of 25 minutes, Bolton broke through, led by Mitchell, and W. Cook. The left-winger dashed in to the centre. Blackmore. The centre-forward shot from ten yards, but Bell, the left back, blocked the effort.

Portsmouth took up the attack again, and a shot from left inside, went over the cross-bar. Next W. Cook burst away and put the ball at Blackmore's foot, but Wong Shiu-wo relieved with a fine kick. The Athletic tried to get their left wing machine working, but Knapp was a fine half-back and behind him Hayward and Lawrence were kicking a fine length. Dainty footwork by Wong Pak-cheong and Lai Wai-koon nearly put China in, but Lawrence relieved strongly, and after a great tussle around the Somersets' goal the leather was got away amidst great excitement. The Somersets now took up the running again, and Rayson centred beautifully, but with Rayson and Bewleybull both up, the inside forward missed a great chance. The Athletic almost immediately after attacked hotly, and Suen, going right through after a clever bit of work by Wong Pak-cheong, banged hard against the goalkeeper. Excitement was intense. Both sides were playing a rousing game, and the match was forceful and withal clever. The interval arrived with a blank score sheet.

Later.

Bolton beat Portsmouth by 2 goals to nil, Butler and Blackmore scoring for Bolton in the second half.

players were worked to a standstill.

Comment on the Players

The Somersets gave a great display, although they made mistakes. Hall was not too convincing in goal at the start.

Hayward and Lawrence were a stalwart pair of backs.

The military halves were a fine trio, West and Knapp playing well and prompt averted danger. Play continued most thrilling, but half time came without any scoring.

Boomer fought a gallant uphill fight, being two down at the 11th hole. He won the last four brilliantly.

Robson v. H. Smith

Robson turned one up, lost the 10th, and regained the lead at the 14th. The American, however, circumvented a stymie to square at the 18th.

E. Whitcombe v. Espinoza

Ernest Whitcombe turned square and missed a chance of winning at the 17th hole.

Cotton v. Watrous

Cotton was three down at the third, and squared at the 11th. Watrous led one up to the 18th hole, where Cotton held a chip to square.

Results at a Glance

London, Later.

Charles Whitcombe beat Farrell, the American Open Champion, by eight up and six to play.

George Duncan beat Hagen, 10 up and eight to play.

Diegel beat Abe Mitchell nine up and eight to play.

Archie Compston beat Sarazen, six up and four to play.

The Result

London, Later.

Britain has won the Ryder Cup.

The order of play in the singles was as follows:

Charles Whitcombe v. Farrell.

Archie Compston v. Sarazen.

Abe Mitchell v. Diegel.

George Duncan v. Hagen.

Aubrey Boomer v. Turnesa.

Fred Robson v. Horton Smith.

Ernest Whitcombe v. Espinoza.

T. H. Cotton v. Watrous.

Native Amateur Championship

In the English Native Amateur

Championship at Gosforth Park Sutton was one up against Tipping at the end of the first round in the final.—Reuter.

SECOND DIVISION

**Presentation of Cups and
Medals**

At the conclusion of the game

—Mr. W. E. Hollands, Hon. Secretary of the Football Association, asked Mrs. P. P. J. Wodehouse, wife of the Vice-President of the Association, to present the Cups and medals to the winners (Navy) and runners-up (K.O.S.B.) of the Second Division of the League.

The players received hearty reception.

Mrs. Wodehouse was presented with a lovely bouquet by little Miss Hollands.

Replay on Monday

We are officially informed that

the replay necessary owing to the drawn match will take place to-

morrow (Monday) at Caroline Hill at 5 p.m. and that extra time

will be played if necessary.

GOLF

**Singles in Ryder
Cup**

BRITAIN WINS

London, Yesterday.

At Moor Town the weather was fine for the resumption of play in the singles of the Ryder Cup, and the crowd was greater than yesterday. Overnight rain had refreshed the course.

At the end of the morning round Duncan was five up. Charles Whitcombe, six up; Compston, one up; Diegel, five up; Boomer, two up; Robson and Horton Smith were all square; Ernest Whitcombe and Espinoza were all square; and Cotton and Watrous were all square.

C. Whitcombe v. Farrell

A couple of birdies after a half made Whitcombe two up at the third hole. Farrell, driven out by fifty yards, won the 15th and 16th (the latter a birdie) and the 17th and 18th.

Duncan v. Hagen

Duncan, after four halves, won the fifth hole. After pulling a drive to the woods and having to play a provisional tee shot, he turned one up. He won the 10th and 12th and the tee shot—the latter, two yards from the pin for two and became four up at the 18th. He halved the 14th and 16th, Hagen winning his first hole at the 16th. Duncan won the 17th and 18th, the latter costing Hagen six cards. Score: Duncan, 69; Hagen, 57.

A. Compston v. Sarazen

Sarazen was two up at the sixth hole. He was hard pressed, but saved his lead with brilliant chips and puts. Compson rallied with birdies at the ninth and tenth, squared, and took the lead for the first time at the 16th.

A. Mitchell v. Diegel

Abe Mitchell was unfortunate in meeting an opponent who was merciless. Diegel reeling off birdies frequently and being five up at the 13th hole. Mitchell, who went round in 70, won only the 18th hole.

Boomer v. Turnesa

Boomer fought a gallant uphill fight, being two down at the 11th hole. He won the last four brilliantly.

Robson v. H. Smith

Robson turned one up, lost the 10th, and regained the lead at the 14th. The American, however, circumvented a stymie to square at the 18th.

E. Whitcombe v. Espinoza

Ernest Whitcombe turned square and missed a chance of winning at the 17th hole.

Cotton v. Watrous

Cotton was three down at the third, and squared at the 11th. Watrous led one up to the 18th hole, where Cotton held a chip to square.

Results at a Glance

London, Later.

Charles Whitcombe beat Farrell, the American Open Champion, by eight up and six to play.

George Duncan beat Hagen, 10 up and eight to play.

Diegel beat Abe Mitchell nine up and eight to play.

Archie Compston beat Sarazen, six up and four to play.

The Result

London, Later.

Britain

ROYAL VISITOR

(Continued from Page 4.)

through the field, hung on for the finish. The result was that he had fallen back to third last with the only $\frac{1}{4}$ mile to go. In the straight, however, he came through with a strong burst to finish eighth.

Starting from near the rails, Mr. Heard had his mount, Noukhai, on his toes first and was soon away. For the greater part of the circuit Fifty-Fifty kept him company. Into the straight Noukhai led by three lengths. The Ape had come through them from the far end. Fifty-Fifty was not to be denied, however, and fighting a second time, just managed to dead-heat with Noukhai for first. The Ape did not show his usual speed up the stretch and failed by $\frac{1}{2}$ length in a very interesting race, the honours of which were confined to a few Blue World was going nicely at the end.

3.—Customs Handicap: "C" Class; One Round (about 7 furlongs 55 yards).—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100. Ulster's Ace of Spades 158 lbs. (Mr. Charles) 1

Mrs. R. M. Austin's Armony 147 lbs. (Mr. Arnold) 2

Hynes & Mackie's Papaya 153 lbs. (Mr. da Roza) 3

D. A. Cave's Movannahor 152 lbs. (Mr. Cave) 4

Service's As You Like It 158 lbs. (Mr. Churchill) 0

Mancunian's Bowden 155 lbs. (Mr. Ip Kui-ying) 0

Hee Cheng's Bronze Idol 153 lbs. (Mr. McCartney) 0

W. T. Chung's Cavalier 162 lbs. (Mr. Lee) 0

Dynasty's Dark Eyes 150 lbs. (Mr. Newbiggin) 0

Hau Un's Desert Storm 159 lbs. (Mr. da Roza) 2

Lau & Lee's Duke of Chantilly 158 lbs. (Mr. Proulx) 0

Seth's Heretofore 158 lbs. (Mr. A. B. S. Clark) 6

Ho Kom-tong's Kom Tong Hall 162 lbs. (Mr. H. R. H. the Duke of Gloucester) 0

Mrs. Charles's May 150 lbs. (Mr. Lee) 0

Topside's Mountain Air 146 lbs. (Mr. Harriman) 0

James' Runnym 157 lbs. (Mr. Backhouse) 0

M. M. Watson's Siang River 150 lbs. (Mr. Stanton) 0

W. E. L. Shenton's The Ptar-migan 151 lbs. (Mr. Soares) 0

W. K. Lo's White Mist 154 lbs. (Mr. Liang) 0

Harry & Henry's Zenjebil 158 lbs. (Mr. Heard) 0

Time: 1 min. 56 sec.

A head, 2 lengths.

Parimutuel, winner \$49.80; places, 1st \$20.40, 2nd \$45.30, 3rd \$18.00.

Winner Places

Zenjebil 515 980

Ace of Spades ... 123 172

Mountain Air 93 272

Dark Eyes 78 106

As You Like It ... 49 112

The Plurnican ... 44 62

Papaya 40 204

Kom Tong Hall ... 31 98

Armony 28 66

5.—Lead Mine Handicap: "B" Class: One and a Quarter Miles.—For China Ponies. Entrance Fee \$5. 1st Prize: \$450. 2nd Prize: \$200. 3rd Prize: \$100. John Peel's Skinfaxi 154 lbs. (Mr. Heard) 1

K. H. Kay's Szatmar 140 lbs. (Mr. Backhouse) 2

Chan & Rafeek's Narr Stag 146 lbs. (Mr. Soares) 3

R. M. Austin's Brigade Call 146 lbs. (Mr. Arnold) 4

Roda's Bright Prospect 142 lbs. (Mr. Loo) 0

W. T. Stanton's Buster 158 lbs. (Mr. Stanton) 4

K. H. Kay's Tarmacadam 152 lbs. (Mr. Backhouse) 0

Time: 1 min. 31.2/5 secs.

$2\frac{1}{2}$ lengths, 1 length.

Parimutuel, winner \$81.50; places, 1st \$7.50, 2nd \$5.70.

Yam Man's One-Third 158 lbs. (Mr. da Roza) 1

Bennett & Cave's San Francisco 158 lbs. (Mr. Heard) 2

Harbot's City Hall 158 lbs. (Mr. Harriman) 3

W. T. Stanton's Buster 158 lbs. (Mr. Stanton) 4

K. H. Kay's Tarmacadam 152 lbs. (Mr. Backhouse) 0

Time: 1 min. 31.2/5 secs.

$2\frac{1}{2}$ lengths, 1 length.

Parimutuel, winner \$81.50; places, 1st \$7.50, 2nd \$5.70.

San Francisco 1,094 917

One-Third 228 232

City Hall 149 229

Tarmacadam 77 90

Buster 49 129

Quiet confidence among the pony's associations were justified. One

Third returning to winning form and upsetting the odds the public had laid on San Francisco.

The favourite made the pace a

scrubber with One-Third content to hold on two lengths in arrears.

Tarmacadam and City Hall (the latter in new colours) moved up after

two furlongs and ran for a few

strides level with One-Third, with

San Francisco still going strongly in front.

Buster, from the rear swept up

at the Village and beat both City

Hall and Tarmacadam.

Meanwhile One-Third had gone on

to join in a short, sharp tussle with

San Francisco from the two miles' post to the one mile post, where One-

Third won. Buster ran on but

City Hall showed a nice turn at the

end to regain third money.

7.—Potamus Plate (Novices): One

Mile.—For China Ponies.—Non-

wining Subscription Griffins of

this club of any Season. Weight

for inches as per scale. Subscrip-

tion Griffins of this Club

of this Season allowed 5 lbs.

To be ridded by Jockeys who have

not won five flat races in Hong

Kong, China or elsewhere. Jockeys

2 lbs. extra for each race won.

Entrance Fee \$5. 1st Prize: \$400.

2nd Prize: \$150. 3rd Prize: \$100.

Service's King's Parade 147 lbs. (Mr. A. B. S. Clark) 1

R. M. Austin's False Alarm 147 lbs. (Mr. Arnold) 2

Lau & Lee's Duke of Milan 152 lbs. (Mr. Lee) 3

In & Mo's Inca 147 lbs. (Mr. Ip Kui-ying) 4

S. To Wong's Big Ben 150 lbs. (Dr. S. T. Wong) 0

O. Kitchell's Bintang 150 lbs. (Mr. Kitchell) 0

H. R. Strat's Charleston 144 lbs. (Mr. J. J. Basto) 0

Liang & Wong's Mirror Hall 152 lbs. (Mr. Liang) 0

Lau & Lee's Ploughman 155 lbs. (Mr. Lau) 0

Hynes & Mackie's Pumpkin 156 lbs. (Mr. McCartney) 0

F. Label's Sunshine 147 lbs. (Mr. Label) 0

Harbot's The Jungle Book 147 lbs. (Mr. Botelho) 0

Time: 2 mins. 11 secs.

$3\frac{1}{4}$ length, a neck.

Parimutuel, winner \$32.00; places, 1st \$7.80, 2nd \$6.10. 3rd \$8.30.

Winner Places

False Alarm 523 623

King's Parade 153 253

Sunshine 137 260

Duke of Milan 144 217

Inca 58 135

The Jungle Book 42 102

Pumpkin 27 33

Bintang 11 22

Ploughman 10 12

Big Ben 6 16

Charleston 5 11

Mirror Hall 4 12

A very interesting race up the

straight decided the issue against

False Alarm, the favourite, on

which Mr. Arnold left his last drive

until too late. Inca actually was in

front for a while but was beaten

out of a place.

Duke of Milan made the running

for most of the distance, being passed

by Inca with $\frac{1}{4}$ mile to go.

Hereabouts King's Parade showed

through and stayed in front to the

judge's box.

False Alarm was not in the fight

until after the mile post when Duke

of Milan was passed and then Inca.

In the last few strides Duke of Milan

just shook off Inca for third place.

The Jungle Book was prominent

when the starter's flag fell but failed

altogether.

Bintang and Big Ben were tailed

off very early. They finished by

themselves, cheered by those in the

owners' and jockeys' stand and

Bintang (on the rails) just avoided

last position to make a fitting wind

up to this event for novices.

8.—Pineapple Plate: Six Furlongs.—

For China Ponies that have started

in Hong Kong at least twice

this year and have not won any-

where more than one race this

year. Winners 7 lbs. penalty. En-

trance Fee \$5. 1st Prize: \$400.

2nd Prize: \$150. 3rd Prize: \$100.

Eve

DOLLAR WEEK

AT

WHITEAWAYS.

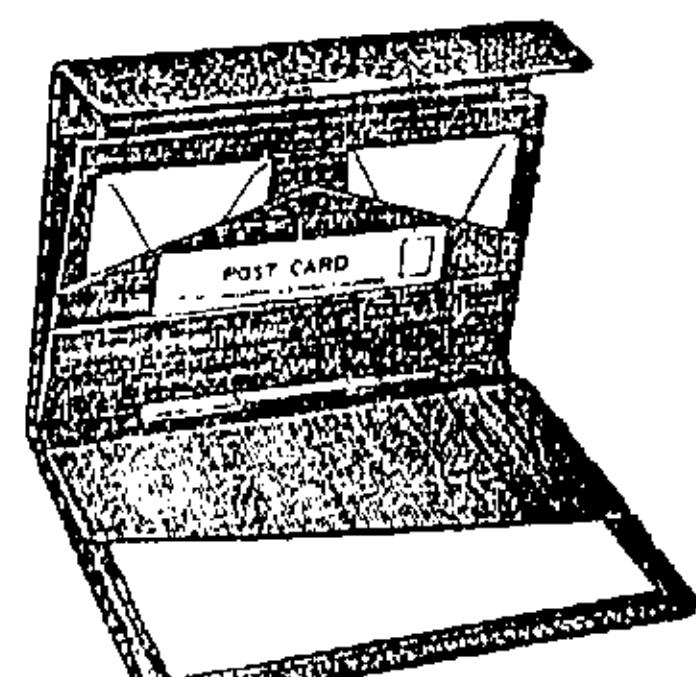
MONDAY TO SATURDAY

APRIL 29th to MAY 4th

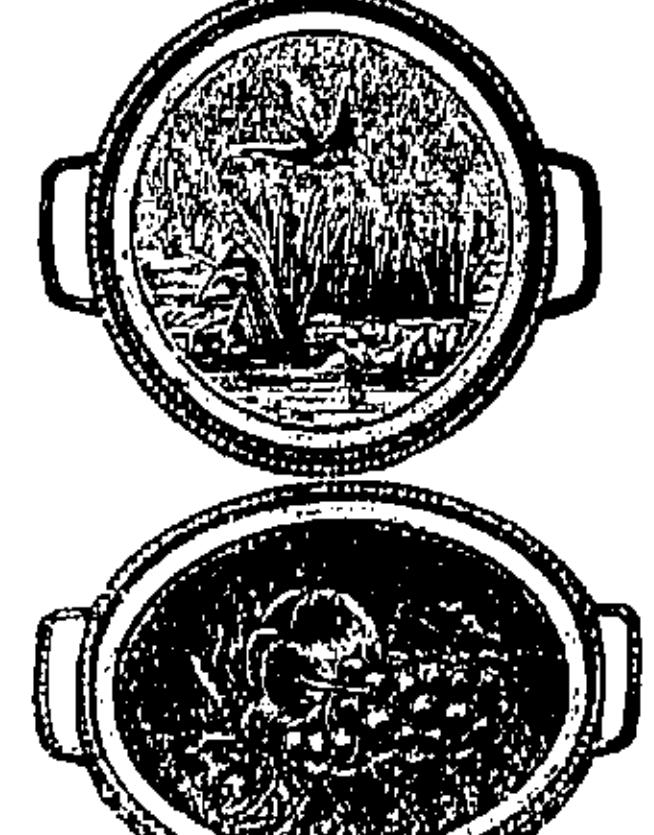
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round Heel and Toes. Assortment
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Various colours. Very Compact For
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Imitation tortoise shell rims and ear
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SHAVING STICKS
Produces a rich and creamy lather.
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Good quality. Assorted perfumes.
Brown Windsor, Wall flower, Butter
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Containing 50 sheets superfine bank
paper. Ruled faint.

\$1.00 for 5.

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BRIAR PIPES
London made. Fitted push in mouth
piece. Cool smoking. Various shapes.

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FOLDING
COAT HANGERS
Strongly made. And smoothly finished.
Folds flat. Handy for travelling.
Exceptional value.

\$1.00 for 10.

"PLATINUM"
FOUNTAIN PEN
Self-filling. Fitted pocket clip and
non-corroding nib. Fine, medium
and broad. Colour:—Black, red and
triplewave.

\$1.00 Each.

BATH SALTS
Packed in neat glass jars. Delight-
fully perfumed. Rose, violet, lavender,
eau de cologne and verbena.

\$1.00 Jar.

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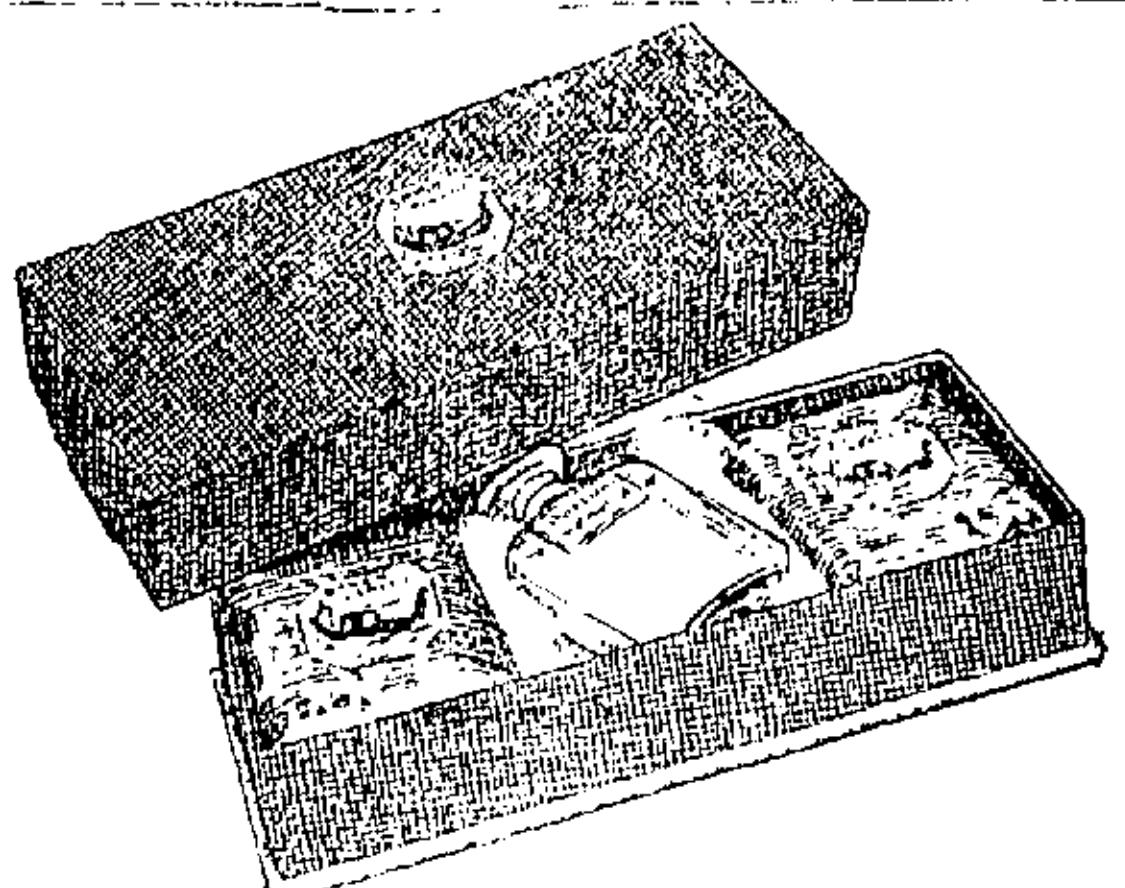
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PILLOW CASES
Plain buttoned pillow cases. Hard
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TURKISH TOWELS
Made of strong Egyptian cotton.
Very soft and absorbent. Sizes
22" x 40".

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"Narcissus Des Alpes" Boxes
of Soap and Perfume.
Packed in Decorated Boxes

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CASEMENT CLOTH
The most serviceable curtain
material. Various colours
and Patterns. 50in. wide.

\$1.00 Yard.

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Red, blue, green and orange.

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Various floral border designs. The
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Useful for washing floors, dishes and
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18" x 18".

\$1.00 Dozen.

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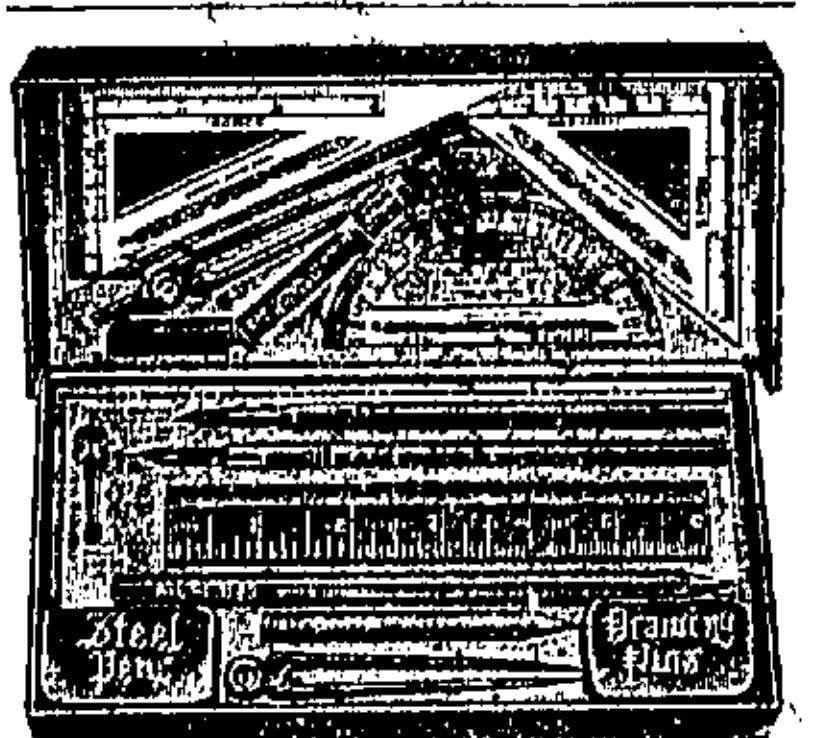
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Suitable for knitting children's garments,
etc. Various shades and mixtures.
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\$1.00 for 3 Skeins.

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Assorted colours and designs.
Size 18" — 28".

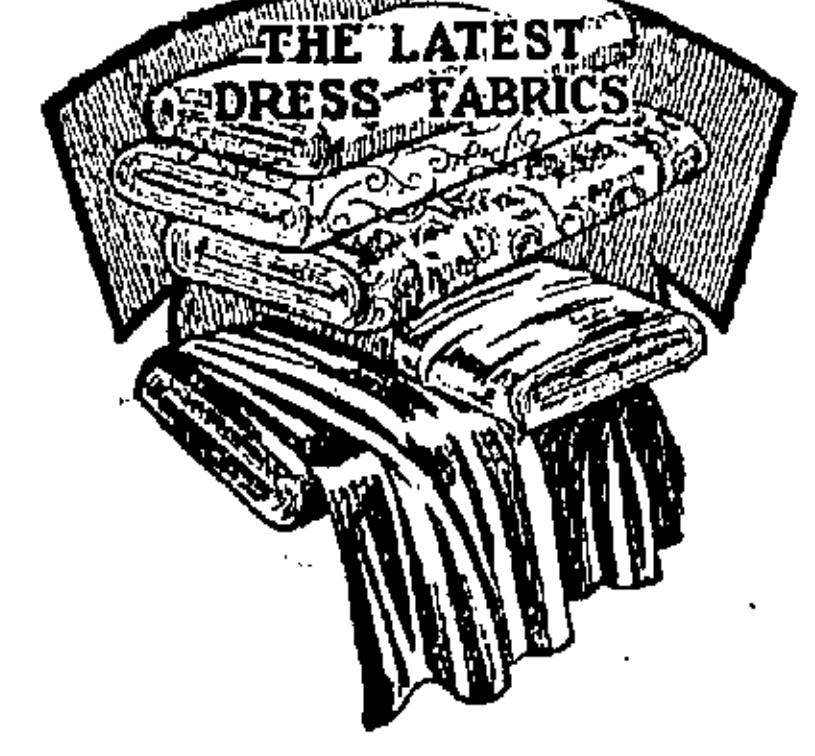
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Will wash and wear well. Ideal for
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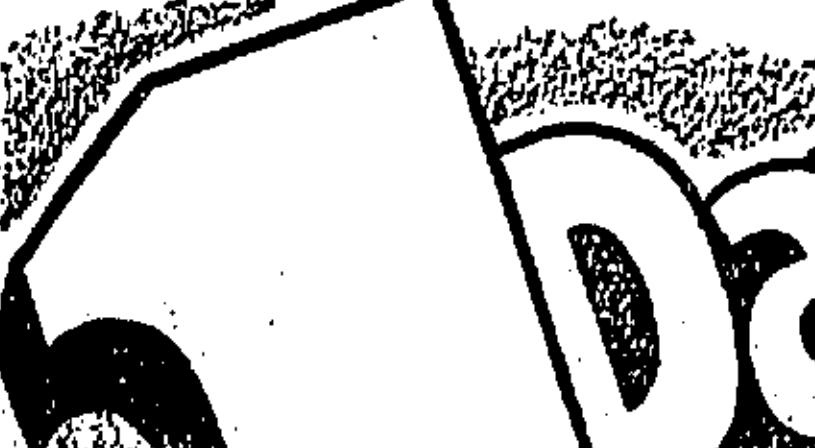
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FANCY CHECK GINGHAM.
Suitable for Summer frocks. Give
exceptional wear and withstand con-
stant washing. Fast colours. 40"
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Select While Stock Is Complete

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DRY CLEANED
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Difference in Decorations were here in 1922 will recall that the Colony's welcome to H.R.H. the Prince of Wales was considerably more imposing than that given during the last few days to his third brother, H.R.H. the Duke of Gloucester. The Prince came specially, on tour, and arrived on a warship. The Duke was conveyed here on a merchant vessel, on part of his journey to Japan. The difference lies, of course, not in the warmth of Hong Kong's welcome, but in the occasion, the Prince of Wales having honoured the Colony by definitely including it in his itinerary, while the Duke has come here to re-embark on a warship so that he can make a fitting arrival at his official destination. In the same way, when H.R.H. Prince George came out as a Sub-Lieutenant on H.M.S. "Hawkins," there was no official ceremony at all, since he was sent out on duty as an officer in the Royal Navy.

Flags by day and Flags and lights by night Lights night were seen all over the Colony in 1922, each building trying to outvie its neighbour. This time there was none of that because of the difference explained in the foregoing paragraph. In 1922, it will be remembered, the Prince of Wales attended a ball and a race meeting at Happy Valley and, among other notable items, there was a Chinese "fish" lantern procession through the city. Several correspondents have inquired from the "Sunday Herald" why no official "bank" holiday was declared to enable all classes to "see" the Royal visitor. As results showed, the "unofficial" holiday granted by taipans in their own discretion served very well. Arrangements in most offices were elastic and few appear to have been dissatisfied.

Following the publication of hints for Gas And Electric Light (taken from "Hongs and Homes"), I give herewith a few more notes from the same source, on the same subject:—Never look for an escape of gas with a match or lighted candle. The best method, when an escape is noted, is to see that all the taps are turned off, open the windows, or, better still, shut off the gas at the main, and notify the Gas Company or the Fire Brigade.

If you smell burning rubber or insulation, switch off the current and 'phone the Electricity Department (in Hong Kong the Electric Co.). If you have an electric switch from which you get a shock, report it to your contractor or the Electricity Dept. and have it attended to. Never leave it to chance. Should you have reason to suspect your installation to be faulty, notify the Electricity Department at once and request an inspection to be made. The Electricity Dept. carry out any such inspection free of charge. (This refers to Shanghai).

Even men are now vying with the "gentler sex" in the way of fashions. Some of the latest vogues in men's fashions were seen at the City Hall, where His Royal Highness the Duke of Gloucester was presented with addresses from the British and Chinese communities. One gentleman was correctly attired in top hat, frock coat, striped trousers, white kid gloves, but the latest fashion was seen in his tie. He wore a white dinner bow! Another man was also correctly dressed, but he had discarded the "chimney stack" and wore a topee instead. Another Peakite set a fashion in foot wear. He wore a pair of brown shoes and fancy striped socks with his top hat, frock coat, etc. Not to be outdone, another introduced the latest fashion in gloves. White kid is no longer in fashion, and he, therefore, wore a pair of

black cotton mitts. Collars also have changed. With a frock coat it is no longer necessary to wear a stiff collar. A soft turned-down one is just suitable for this time of the year. One Peakite wore it on Friday—so others may safely follow him now!

Thursday, April 25.—To-day is a Expugnated Great Day. His Diary Royal Highness the Duke of Gloucester is visiting Hong Kong.

When I woke up this morning, I thought I was still dreaming. The sombre existence of this island is no more. The Peakites are busily buzzing to and fro in their topers and frock coats. The whole town is beflagged.

Elaborate arrangements have been made, so I understand from a report appearing in the "China Mail," in honour of the Duke. There is also going to be a huge reception at the Hong Kong Cricket Club. Over 2,000 will be present, and I presume many hundred bottles of good champagne will be emptied.

Bravo, Hong Kong! You are certainly living down your reputation of being "A century behind time."

You are spending quite lavishly in order to impress your loyalty on the Royal visitor, and quite right, too. You have the money; business is bucking up; and there is plenty more to come.

Talking of money, I am reminded of the poor miners at Home. Some of this money will be a God-send to them, I am sure, and His Royal Highness as well as his Royal father (may God bless him) will be doubly impressed with the loyalty of the communities (British and Chinese) of the funny Colony.

But then what do we care about the miners and their troubles? After all they do not live here, and as they do not enjoy our social amenities they can go on suffering. Let us, therefore, do the "right" thing first and hope for the best—an O.B.E. or even a J.P. after one's name doesn't look as bad.

Again I say "Bravo," Hong Kong!"

Old boys of the Diocesan School and School will be Mr. Piercy pleased to know that a telegram was despatched to Mr. George Piercy (the Rev. Mr. Featherstone's predecessor as Headmaster) and Mrs. Piercy congratulating them on the happy occasion of their golden wedding on April 1. The message, which was drafted by Mr. Choa Po-sien, Mr. J. D. Bush and Mr. B. C. Randall, was as follows:—

"George Piercy, 810, Linden Avenue, Victoria, B.C. "Diocesan old boys send heartiest congratulations and rejoice with you and Mrs. Piercy in the golden anniversary. Wishing longevity and prosperity; as harp and lute in unison, the strains of harmony and happiness never cease.—Randall."

The following is Mr. Piercy's reply:—

810, Linden Avenue,
Victoria, B.C.,
30th March, 1929.

My dear Randall,
On behalf of Mrs. Piercy, myself and family, I write to ask you to accept for yourself and convey to the Diocesan Old Boys' Association our heartfelt appreciation of and best thanks for the delightful cablegram of congratulations on our golden wedding on 1st proximo and good wishes for the future. Our Father in Heaven has been very good to us in sparing us for so long and blessing us with such a family and so many kind friends and neighbours.

Whenever the China mail arrives, we eagerly search for news of the old school, old friends, etc., and recall the many happy days in China. We are glad that the School advances with the times and prospers, that

St. Peter's continues its good work, that Messrs. Ralphs and Brown, who came first from England to us, have been promoted to be Inspectors of Schools, that Dr. Kotewall, Dr. Geo. Thomas and many others continue to do honour to themselves and the school.

With our kindest regards to all the Old Boys.

I am,
Yours sincerely,
Geo. Piercy.

To the average mosquito person, a mosquito呈 is just a little a Puzzle bothersome insect which can be killed without notice. Hong Kong has not been troubled by the pest as much as, say, 20 or 30 years ago, but the local health and sanitary authorities still pay close attention to it. The following, from Manila, where conditions are more tropical than in Hong Kong, deserves the careful perusal of residents in this Colony. According to Dr. W. V. King, of the health division of the Rockefeller Foundation, the mosquito presents a great scientific puzzle and is an interesting subject of scientific study.

Dr. King has been working on his mosquito investigation during the last three months. He came out from the United States as a special investigator of the Rockefeller Foundation for the purpose of controlling malaria in the Philippines. Hence the subject of his investigation has been the malaria germ carrier—the anophelis mosquito. The anophelis mosquito is a simple insect to the amateur student of science, but the investigation of Dr. King reveals that this mosquito is of a different species. There are about ten different kinds of anophelis mosquitoes. Of these ten some are malaria carriers and dangerous, but some do not carry malaria germs and hence are perfectly harmless insects.

The malaria carriers are found to thrive well in the standing waters of small running streams. This kind of mosquito is very dangerous. Contrary to popular opinion some of the mosquitoes breeding in swamps and lowlands are not germ carriers, according to Dr. King. "The difficulty lies," explained the doctor, "in detecting which of these mosquitoes are dangerous and which are not. Some of them are exactly alike and their differences even challenge the accuracy and minuteness of the microscope."

A correspondent information has furnished a series of hints on Motorists motoring. It is suggested that a t

these notes will interest the general public as much as motorists, hence the inclusion here instead of in the motoring section:—

Don't forget to clean the gasoline filter occasionally; there is one on most cars.

Don't use your car with defective brakes.

Don't forget to see that the radiator is full of water every day.

When you hear any noise of any description out of the ordinary in your car:—don't neglect to find out what is causing it as soon as possible; if you cannot find it yourself, get someone who can. Advice is something that you can often get free. The old saying "a stitch in time" is more applicable to motor cars than anything else.

"Don't keep taking out your sparking plugs; they seldom require attention. When you do, clean with gasoline and set points to a proper gauge.

Don't take any part of your car to pieces unless you thoroughly understand what you are doing. The most expensive repairs are often caused by the man who "tinkers" with things.

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OUR SOCIAL SYSTEM

Sir.—In the "Sunday Herald" of 21st instant, my attention was immediately attracted to your remarks regarding the social system of Hong Kong, and I found myself in practically the "same boat" as your acquaintance "Dave." I quite understand how your friend feels as regards the social side of this Colony, and I think he is just one of the many who finds this place a most impossible one from a social point of view.

I am, unfortunately, compelled to come to Hong Kong on business once per year, and on this visit I find there is a considerable change in the social life from that of almost eighteen months ago. Can this be explained? Amongst the Britons I find the so-called "upper-ten," or the "Peakites" if you like, seem to be wearing "stiffer collars" than ever. I would not infer there are no "stiff" outside the Peak District. There are quite a lot in and around Kowloon, but I find the atmosphere in the latter place less "starched" than on the Island.

Can any kind reader enlighten me why I find this so? I have not come here to study the social life of Hong Kong, but I am going to the North shortly and should like to hear the views of our friend on this subject.

Thanking you kindly,

Yours, etc.,

"SOFT-SHIRT."

Hong Kong, April 22.

Sir.—Your recent "society" note in "Round the Town" interested me greatly, as what you wrote about your friend "Dave" applies equally to me.

My "kick" against Hong Kong's "society" is: "Too much of the highbrow stuff." And this by people whose very acting of the part gives them away for what they really are.

With very few exceptions, our "social whales" are just magnified minnows who would not pass muster anywhere else. In their eagerness to ape the "big fish," they overplay the part and become ridiculous.

To my mind, too much formality and the pitiful striving to do what they consider the "right thing," make them despised by the sober ones, who rightly refuse to make themselves the slaves of age-old, strait-laced conventions which our own Princes are amongst the first to cast aside.

The difference between the "old hands" and the "newcomers" in Hong Kong will disappear as soon as the vexed question "When to wear 'glad rags' in the evening" is settled. At present our self-constituted society leaders grab at every excuse for "dressing," and they try to force their vanity on their unwilling victims, who, being sensible, naturally would not give up their comfort and liberty without a fight. Hence the "revolt," as you so aptly put it.

Why should any one be forced to rig himself out in "fish and soup" (an American term which friend "Dave" would appreciate), oftener than is absolutely necessary in this tropical clime? Here the highbrow (sic) would dress after dinner to go to see Neil Hamilton kiss Lois Moran on the screen, and if you wish to be in the "swim" you must do likewise, although in your case you are conscious that you are a "walking lie," because, being aware that you live in "diggings," your friends know that you do not actually dress for dinner.

Ye gods, how humiliating! But the highbrows do not care a rap as long as they are not found out.

I said the highbrows dress after dinner because few can deny that when they have no company they gladly dispense with their cloak of respectability and become just ordinary beings.

This being so, why must they make themselves and their guests uncomfortable in this climate by stipulating "dress" when they ask people to eat or play cards with them? Just snobishness, that's all!

Many of our highbrows who never handled a niblick or stymie until they came to Hong Kong, also take their "gawf" stiffly. They must have suffered a galling set back when the Duke of Gloucester with his suite and party from Government House played at Fanling in khaki shorts instead of the beloved plus-fours of our club swingers.

As it happened to be a Royal gentleman who did it, the highbrows must pretend that they approve, but now that H.M.S. "Suffolk" has weighed anchor, pity the first chap who tries to emulate His Royal Highness!

LETTERS
TO THE
EDITOR

Similarly, I read in a Home paper recently that the Prince of Wales attended an important function wearing a soft shirt and polo collar with his evening dress. I call that sensible, yet it does not require a big stretch of imagination to picture what would happen if someone in Hong Kong did the same.

Yes, Hong Kong's "society" is on a 'plane of its own, and what is good enough for even a Prince does not suit our highbrows!

Let them put their convention in the cupboard alongside the family skeleton, be human and less formal in their social intercourse, and then, and only then, will our highbrows go up many points in the estimation of their more spirited fellow citizens, who would gladly accept their invitations to a gathering of "ladies" and "gentlemen."

Apologising for occupying so much of your valuable space.

Yours, etc.,
A VICTIM.

Hong Kong, April 27, 1929.

QUARRY BAY

Sir.—Apart altogether from the merits or demerits of the Tramway-Bus Co. dispute is it not about time in this year of grace 1929 that the tramway system of transport—so antiquated, so painfully slow, noisy and uncomfortable, so obstructing to other traffic—should be replaced by something better?

On the Shaukwan line the slow rate of progress, the long delays every few perches and the way one is flung about from one side of the car to the other (which will get worse with the coming into operation of the additional passing places), make travelling on that section an ordeal to be dreaded.

Instead of laying down costly new rails, why does (or did) not the Tramway Co. adapt their overhead wires to the trackless trolley system? Pneumatic tyred trackless trolleys are comfortable, silent, speedy, safe and vibrationless, and unlike motor buses their power is manufactured on the wholesale principle, and without that wasting of the world's limited and vanishing petrol supplies, which to the economist seems criminal folly. To my mind they constitute the ideal transport system.

Yours, etc.,
"1929."
Hong Kong, April 27, 1929.

THE DOVER ROAD

Sir.—Although it has not yet been possible to close the accounts for "The Dover Road," I have sent through "The Hong Kong Telegraph" a cheque for \$1,200 for the Miners' Fund, so that a remittance may be made before the end of April. I may add that of course the accounts will be audited in due course and will be open for inspection in my office in Asiatic Building by anyone who desires to do so.

The cheque in question includes the sum of \$135 for which the original poster was sold by auction at the final performance. I think it only right also to add that the result, which I venture to think is very satisfactory, has only been achieved owing to the fact that the A.D.C. have taken from their general account certain expenses which in the ordinary course of events would have been debited to "The Dover Road."

I should like to take this opportunity of thanking all those who assisted in the production, both in front of and behind the curtain, as well as others who helped us with regard to advertising, booking, loan of furniture and fittings, etc. Without their assistance the result would not of course have been nearly so satisfactory.

Yours etc.,
H. DAVENPORT BROWNE,
Hon. Secretary, A.D.C.
Hong Kong, April 27, 1929.

The annual meeting of the Hong Kong Auxiliary of the British and Foreign Bible Society will be held on May 7 at the Helena May Institute. Tea will be served from 4.30 p.m. and the meeting will begin at 5.15 p.m. Addresses will be given by Dr. J. H. Montgomery, who will speak on "The Bible in the World," and by Mrs. Davies, of Canton, who will speak on "The Bible in the Home."

A Government notification appearing in the "Gazette" says: "The washing of clothes, in any street, road, or lane, within 100 yards of any public fountain is strictly prohibited."

THE "HERALD" CALENDAR

April 29, 1921.—Stamp Ordinance, Hong Kong, passed into law.

April 30, 1879.—Arrival of General Grant in Hong Kong.

April 30, 1924.—Strike of Peak jinrikisha and chair coolies.

May 1, 1841.—First number of "Hong Kong Gazette" published.

May 1, 1880.—Telegraphic communication established between Hong Kong and the Philippines.

May 8, 1884.—Suspension of Oriental Bank.

May 5, 1921.—Dr. Sun Yat-sen proclaimed himself, "President of China."

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Hongkong Sunday Herald.

ILLUSTRATED SECTION.

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HONG KONG, SUNDAY, APRIL 28, 1929.

9



CHINESE MARITIME CUSTOMS' MAN'S BRIDE FROM YORKSHIRE.

At the Rosary Church, Kowloon, at the wedding of Mr. W. F. Poole of the R.C.L. "Yeungshing" and Miss Elizabeth Geldart of Thornaby-on-Tees. (Tanaka Studio).



Mr. R. H. Charles (up) led in by Mrs. Charles at the Fanling steeplechases.—(K. Fujiyama).



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all Dispensaries and Stores sell it.



LCE/BDR. BELLARBY.—Clearing 5 ft. 6 ins. and winning the high jump in the R.A. sports.—(K. Fujiyama).



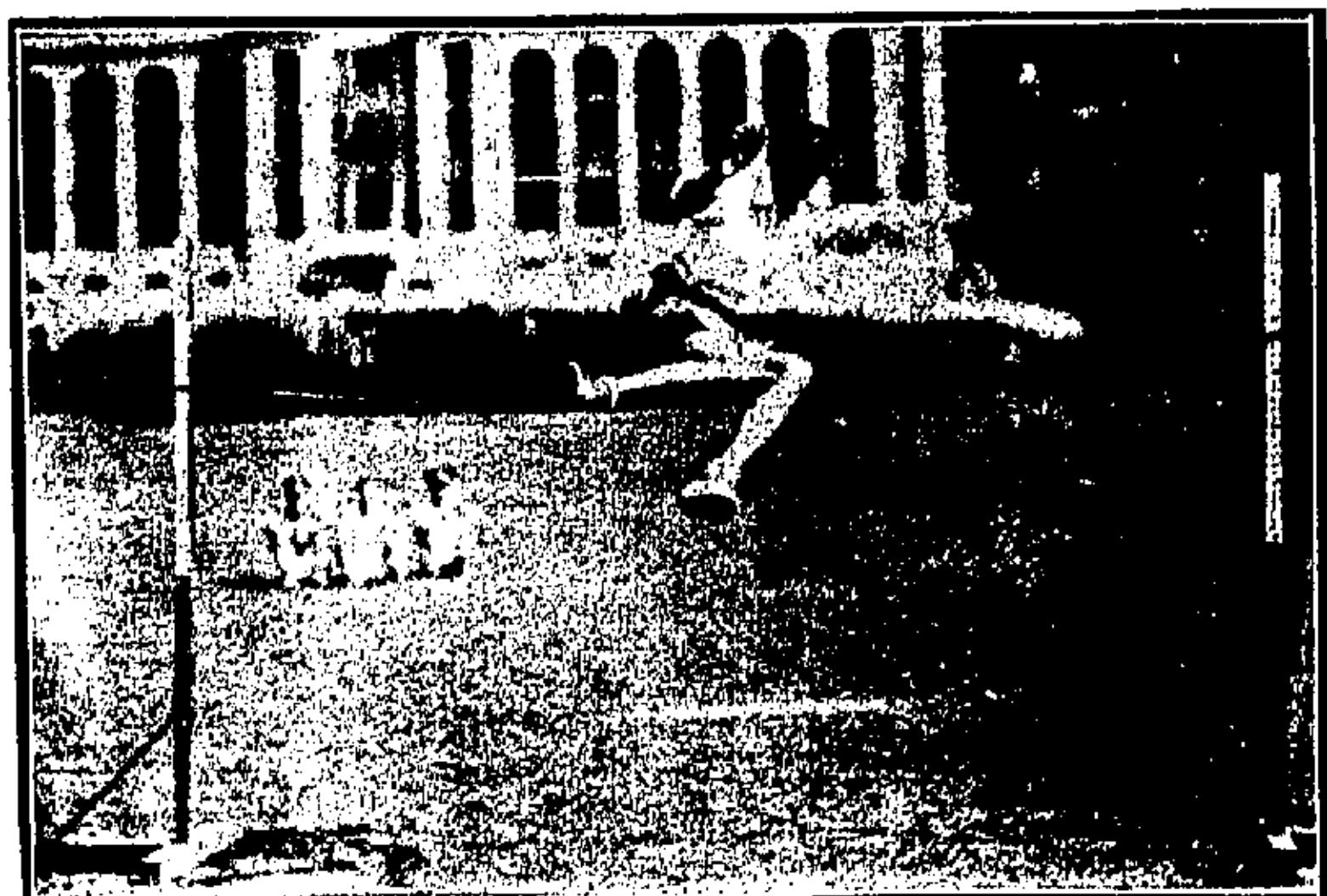
GUARD OF HONOUR.—Furnished by the 1st Battalion the Somerset Light Infantry, under Captain R. C. Strachey, M.C., being inspected by H.R.H. the Duke of Gloucester (on left of leading file between the two ranks) at Queen's Pier on Thursday.—(K. Fujiyama).



ROYAL HONG KONG YACHT CLUB.—Three stalwarts at North Point last Saturday on the occasion of the regatta and closing cruise. Left to right: the Hon. Mr. A. C. Hynes (who plays regularly for the Club in lawn bowls matches and Vice-Commodore of the Club), Mr. A. L. Shields (Commodore, R.H.K.Y.C.) and Mr. H. S. Rouse (Rear-Commodore), whose wife gave away the prizes. (K. Fujiyama).



DUKE OF GLOUCESTER AT POLO.—His Royal Highness is seen on the right, mounted, in the game he played at Causeway Bay on Thursday.—(K. Fujiyama).



SECOND IN HIGH JUMP.—Lee/Bdr. Lamb at the Royal Artillery athletic sports meeting.—(K. Fujiyama).



CLOSING CRUISE.—Prize distribution at the Royal Hong Kong Yacht Club last Saturday.—(K. Fujiyama).

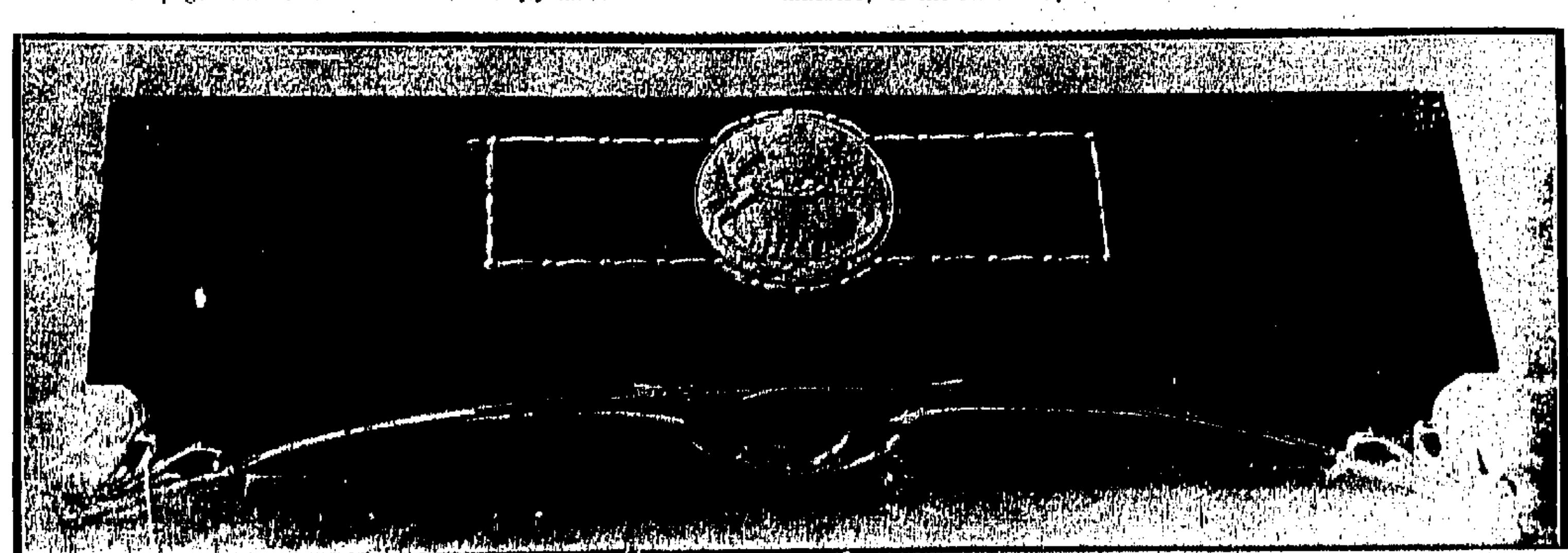


Singers Adalberto Giovannone (dramatic tenor, at top), Jurminello (centre) and Ceccarelli (assistant maestro) of the Italian Opera.



H.R.H. the Duke of Gloucester (extreme right) at the City Hall,

UNIQUE SNAPSHOT AT LAST SUNDAY'S STEEPLECHASES OF THE FANLING HUNT, AT KWANTI.—In the New Territories. Five ponies are seen taking the jump practically together in some very keen racing which was enjoyed by a fairly large attendance. Mr. R. H. Charles, seen above on this page rode three winners.—(K. Fujiyama).



BRITISH COMMUNITY'S ADDRESS TO H.R.H. THE DUKE OF GLOUCESTER.—The beautiful casket in which it was placed, with the Colony's arms on the cover and a junk on the side, worked in silver.

RETURNING TO-DAY.—Mr. G. A. V. Hall, B.Arch., A.R.I.B.A., and his bride, Miss Malet Gleling, who were married last week at St. Andrew's and will be back from a Manila honeymoon to-day.—(Tanaka).

Our Slogan — SERVICE.

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The Woman's Page

Our Slogan — SERVICE

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STRONG
and
SUPERIOR
BINDING.

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Boutonnieres Reappear for Spring



Flowers on hats, shoulders, wrists and in every conceivable place on our dresses will be worn this Spring. Judging from the recent flower show, they will be worn literally from morn to midnight, on pyjama ensembles, tail-tucks, afternoon frocks and evening gowns. And Parisian milliners have recently launched hats with flower trimming.

No longer does the woman who dresses well confine her costume flower requirements to a single cluster. She considers her flower as a decorative note in relation to a costume. And each costume has its own floral accompaniment—one which expresses the mood of the particular garment.

Flowers harmonise with the current trend in dress fashion, and these little nosegays illustrate a high degree of creative art and inspiration reflecting the modernistic influence in candy-striped camellias, pastel pansies, and plain painted roses.

For morning and tail-tucks for early Spring, are delightful boutonnieres of leather. Navy blue with white centre, red with yellow, magenta and brown are leading combinations. There are small buttonhole flowers of suede with leaves or cire material, cut in new modernistic shapes. Beige, tans, and green predominate in this group. Other buttonholes appear in miniature fruit creations; such as berries, oranges, plums and apples. Combinations of small felt roses with

A Unique Ensemble



Flowered taffeta makes its fashion debut in this ultra-smart compose. The cape is a hip-length model, flaunting an upstanding ruffled collar. Warm shades of orange and rose are used here, accented with flashes of gold thread, creating a daring and most unusual costume for formal wear.

HOW TO TAKE CARE OF A PIANO

Every piano, whether high priced or low, whether used a great deal or occasionally, should be tuned regularly, at least four times a year; but, still better, six times a year in the tropics.

Concert pianists insist on their pianos being tuned for every performance, because they know that the best tones are impossible otherwise.

Where there is metal or wood there must be expansion and contraction because of atmospheric conditions. The highly tempered strings of the piano are caused to vary in tension by extremes of heat or cold, and the tone is affected.

A piano cannot be its best musically without regular tuning, and there also danger of a split board, a cracked plate, or a broken string because of tuning neglect.

During the winter months a piano should not be placed against an outer wall nor close to a stove or a radiator. The room in which it stands should be maintained at an even temperature; sudden changes and extremes of heat or cold affect the instrument.

The hammers of the piano are made from a high grade of wool and are not immune from attacks

(Continued at foot of next Column.)

Smart Footwear Features Beauty of Line and Texture



So many and so attractive are the models now being displayed in Spring footwear that what the well dressed foot will wear is no longer a problem. Colours, fabrics, leathers and designs are infinite in variety, and now each frock in one's wardrobe can have its slippers to harmonise—either in texture or in colour.

The ensemble idea from tip to toe is evolved in sets of hat, scarf, bag and shoes, a new note in the Spring mode. Such models are seen in gay printed silks—the shoes being designed along opera pump or one strap lines. Worn with monotone frocks, they are extremely chic and are proving very popular just now for Southern wear.

The bag and shoe ensemble has definitely established itself as an important feature of one's wardrobe. Reptile leathers and kid combinations are noted in this group, with bags of the pouch and envelope type. Prints and embroidered silks in coin dot and geometric designs, utilised for harmonising bag and slippers, is favoured as the summer frock accompaniment.

A rather interesting feature of the new shoes appears in the heels, which are a bit lower than those worn during the winter season. Cleverly designed, they retain the gracefulness of the high French heel, and are just as flattering to the foot and ever so much more substantial and comfortable.

While the opera pump is as much a favourite as ever, we find strap pumps gaining more devotees day by day, due no doubt to the clever designing. Old crossings which boast unusual buckles and catches; straps of reptilian pointing to the why and wherefore of the popularity of combinations; little narrow strips of leather which start at the instep and reach, quite surprisingly, almost to the back of the slipper where they button or tie; all are chic in this mode.

For sports wear the Oxford appears in smart colour combinations and touches that are different. An Oxford which will firmly hold its own on any fairway is one which is a combination of two colours—generally black and white or brown and white buckskin—with perforated trimming details and Plytex sole and a solid leather heel with added lift of rubber. For tweeds and day clothes, the Oxford appears with a higher heel and in dresser combinations, such as suede and anelope trimmed with lizard. These are of the three-eyelet type and are particularly smart with the walking costume.

The combination of black and

of moths. A small bag of camphor hung inside the piano is a wise and inexpensive precaution. Jangling noises appearing to come from the piano may be caused by sympathetic vibrations affecting some object on the piano or elsewhere in the room.

The piano top should not be used for the display of ornaments, or resting-place for other objects,

Printed linens and cretonnes again enter the list of smart footwear, especially in bright tones of red, orange, green and deeper tones of brown on a beige background. Three-eyelet and opera pumps with moderately high heels are charmingly developed in this fabric, and interestingly piped in kid of the outstanding colour.

For all formal afternoon occasions one finds smart open-shank pumps of suede in every conceivable colour. These are trimmed in matching kid and in some cases with edgings and straps of gold kid; straps which serpentine gracefully over the instep. Kid in green, blue and wine is smartly fashioned into slippers which feature the T-strap motif, and which are also combined with snakeskin in contrasting shades. This particular model is a universally becoming type and is finding much favour in the eyes of the fashionable woman.

Black patent leather, trimmed with bandings and straps of beige lizard makes another smart afternoon slipper and of course the black patent leather opera pump with cut steel buckle is always an excellent selection.

The evening shoe is more elaborate than ever. Opera pumps of crepe are delicately embroidered and in some cases beaded. A new fabric—sequin brocade—is very attractively combined with bands and heels of silver and an overlay of pink satin kid. T-strap sandals of gorgeous brocades make a simple and charming type of evening shoe and are deservedly popular.

COLD MEAT

Baked Meat Roll

Put a pound of cold meat (it can be mixed, if liked) through the mincer. Season well and add to it two or three ounces of breadcrumbs, a tablespoonful each of chopped boiled onion and parsley, a beaten egg and a little stock or gravy if necessary. Mix well, form into a roll and make thoroughly hot on a greased tin in a good oven.

Serve with hot tomato or brown sauce round the dish, and, if liked, garnish with boiled macaroni.

Cold Meat in Sauce

Here is a very simple way of warming up meat. Put some nicely flavoured sauce—such as brown, tomato, onion, piquante, etc., according to the kind of meat to be used—into a saucepan. Lay in the neatly trimmed slices of meat, cover the pan and stand it in a larger one containing boiling water. When thoroughly hot, serve and garnish suitably.

DOLLY VARDON HAT SHOP

ST. GEORGE'S BUILDING,
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A Large Assortment
of New

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COSTUMES

Novelty Button Holes.

NEW HATS

The Evening Coat



Women, who made the mistake earlier in the season of having their new wraps made long are pulling them up around their hips carelessly, like—in order to achieve the effect inspired by the hip-length models, which are so attractively worn over the new long, full frocks.

Interest is centered at the backs of these coats and very many unusual ideas are noted, chief among which is the use of wide bands originating in the shoulder seams and tying in a large bow in back, with ends reaching below the coat itself. Embroidery across the back and covering the shoulders is a note of much chic and subtly feminine in its appeal. Fox appears only in rare cases and then just as cuff treatment. Fox in shades to match the coat—dyed in lovely pastel tones—is the preferred pelt.

Novelty is the chief expression of the collars of these new wraps. Usual scarf effects, shirred treatments and soft bows set at the back of the neck whose ends serve the purpose of revers, are featured.

Transparent velvet, lined with satin or chiffon, makes lovely flatting wraps and is practically attractive in the new pastel tints. Such coats are cut on simple lines, in some cases embellished by soft bows, but generally depending on the luxuriosness of the fabric for effect. Youthful models are seen in taffeta, but velvet leads the mode.

Loretta Young, dainty First National player, who will soon appear in "The Squall," wears an intriguing coat of peach-coloured velvet, which is shirred at the collar to give a bolster effect, and terminates in loose panels that follow the line of the front draping on the gown which is of peach taffeta.

FELIX HAT SHOP.



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ROUND THE GLOBE IN PICTURES.



Left to right, the Hon. Gerald and the Hon. George Lascelles, grandson of King George, photographed on the Hon. George's birthday. Princess Mary & youngsters are staying at Goldsborough Hall, near Harrogate.



The statue of Henry Clay by the noted sculptor, C. H. Niehaus, which has been placed in statuary hall in the U.S. Capitol, and was unveiled on March 3. Clay was Speaker of the House of Representatives from 1815 to 1820, and was Secretary of State in 1825.



Mr. and Mrs. Jack Sharkey, photographed after the recent bout at Miami, Florida, (Mrs. Sharkey, centre). Sharkey won the decision over "Young" Strubling in a 10-round bout.



Hanging the pups up to dry after they have been rubbed and scrubbed and turned in a Dog and Cat Laundry.



Major Segrave seated in his monstrous Golden Arrow. The interested spectators are Mrs. Segrave and Major Armstrong.



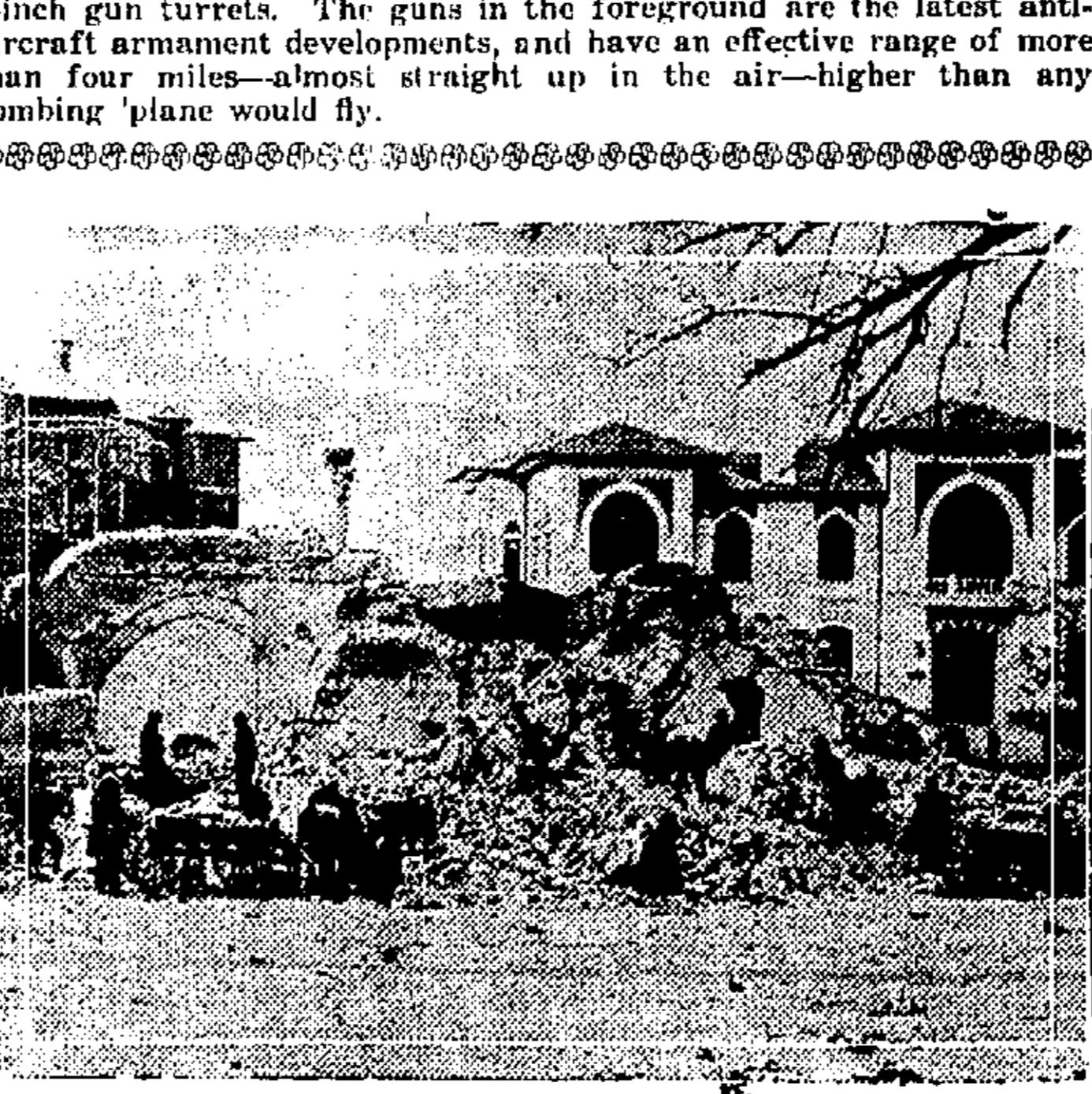
Lya Mare, charming German film star, enjoying the Intertime at St. Moritz, Switzerland, that of dog-skiing. The massive St. Bernard dogs of that country are powerful enough to pull a person along over the snow-covered hills at a rapid speed.



"Merrily we growl along, growl along, growl along!"—a strange "paw-paw" drawn by Jackie, a 10-month-old, harness-broken lion. The youngsters are not a bit afraid of the big cat.

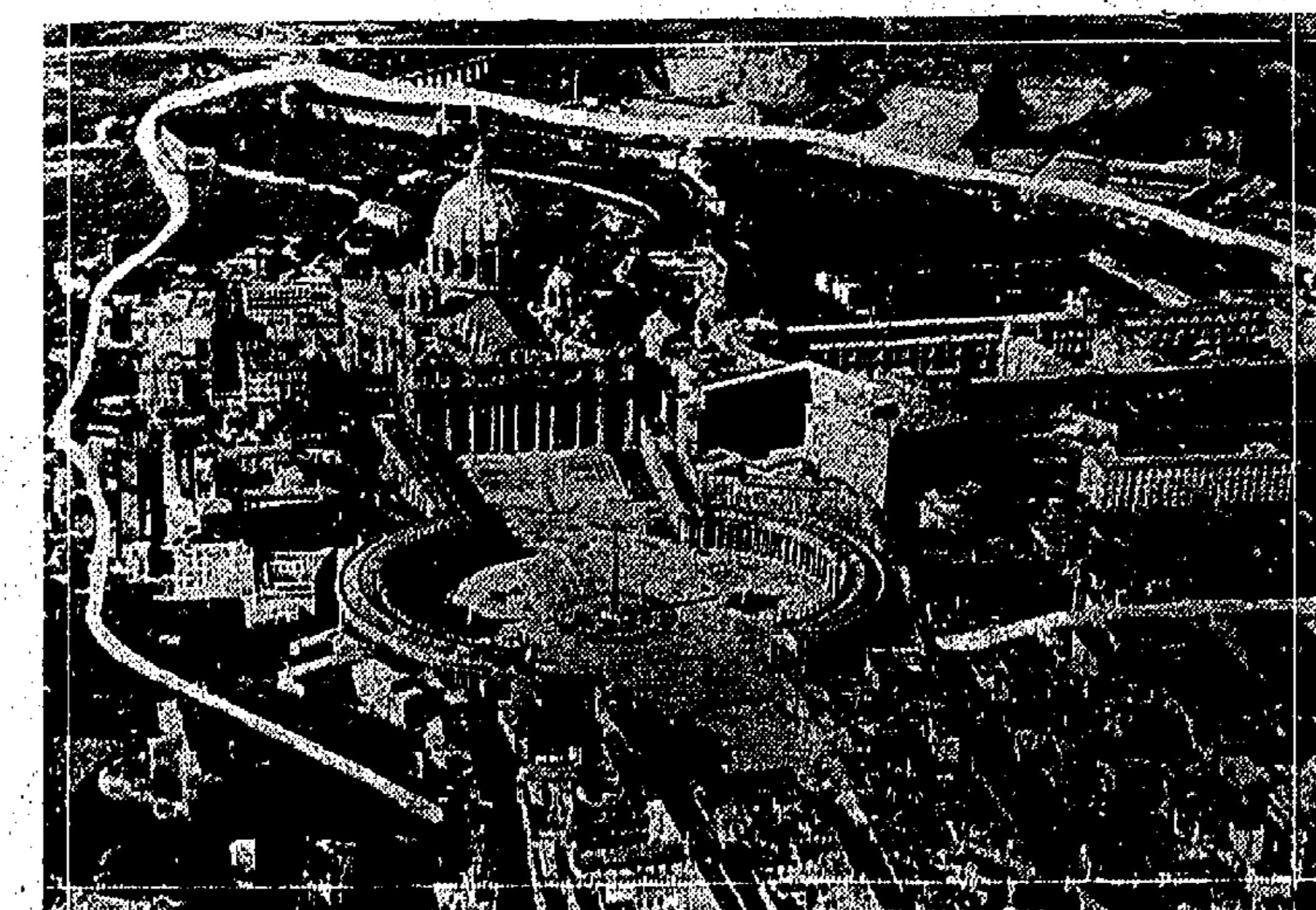


Front view of a sailor aboard giant aircraft carrier, wearing one of the new fireproof asbestos suits—covering him from head to foot. The headpiece is equipped with a transparent, fire-proof vision frame. In case a plane comes down on the deck of the ship in flames, sailors in these fireproof suits will rush out to rescue the pilot.



The formidable armament—a part of it, that is—on a giant aircraft carrier—including three anti-aircraft guns and the forward-inch gun turrets. The guns in the foreground are the latest anti-aircraft armament developments, and have an effective range of more than four miles—almost straight up in the air—higher than any bombing plane would fly.

Three pages in the history of Turkish progress—in centre, a lone Roman column — mute witness of the Roman conquest of Asia Minor in the ancient days; before it, workmen wrecking a 14th Century Mosque (Middle Ages) at the orders of Mustapha Kemal who is attempting to eliminate the old religion; and right, a modern new building. In place of the tumbling mosque, a modern hotel dancing pavilion will be erected.



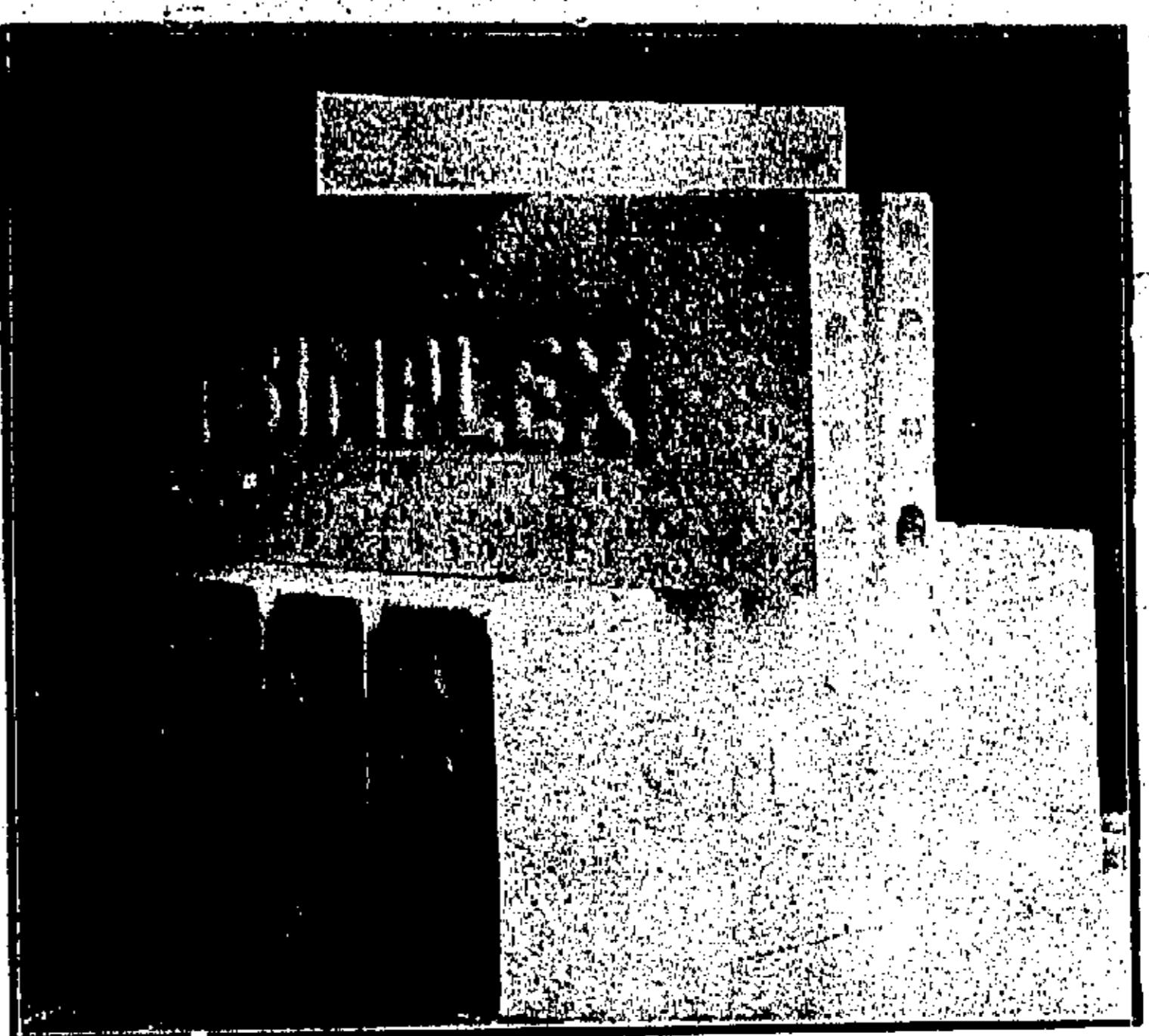
A new view of St. Peter's, the Pope's Palace and the Vatican—"Vatican City" formed by the peace treaty between the Church and Italy. The white line shows the new boundaries. Formerly, the Vatican included only that territory within St. Peter's, the Pope's Palace (at right) and the circular plaza in centre.

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Brush your teeth, of course. But remember that it is equally important to brush gums vigorously, every morning and night. Start now to protect them from diseases that ravage health and often cause loss of teeth.

For the gums use the dentifrice designed to help keep them firm and sound. Only expert dental care can stop diseases of neglect when once contracted.

When you have used Forhan's for a few days, you'll notice how much better your gums look and feel. And you'll be delighted with the safe, easy way it cleans teeth and helps to protect them from decay. As a safety measure, see your dentist every six months. Start the regular use of Forhan's, today. Do not pay the extravagant price demanded by neglect. Get a tube of Forhan's from your druggist.

Forhan's for the gums

* 4 out of 5 after forty and thousands younger pay the extravagant price of neglect.

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Slipper Heel*
Hosiery**



In step with the mode—in color—in weight—in beauty—in Kayser "Slipper Heel" Hosiery. The shimmering lustre of the pure thread silk gives vibrant life to the subtle shades...soft grays and beiges for tailored or afternoon...subtle flesh effects for evening. Woven so finely, so evenly that there's no ripple or line to mar its beauty.

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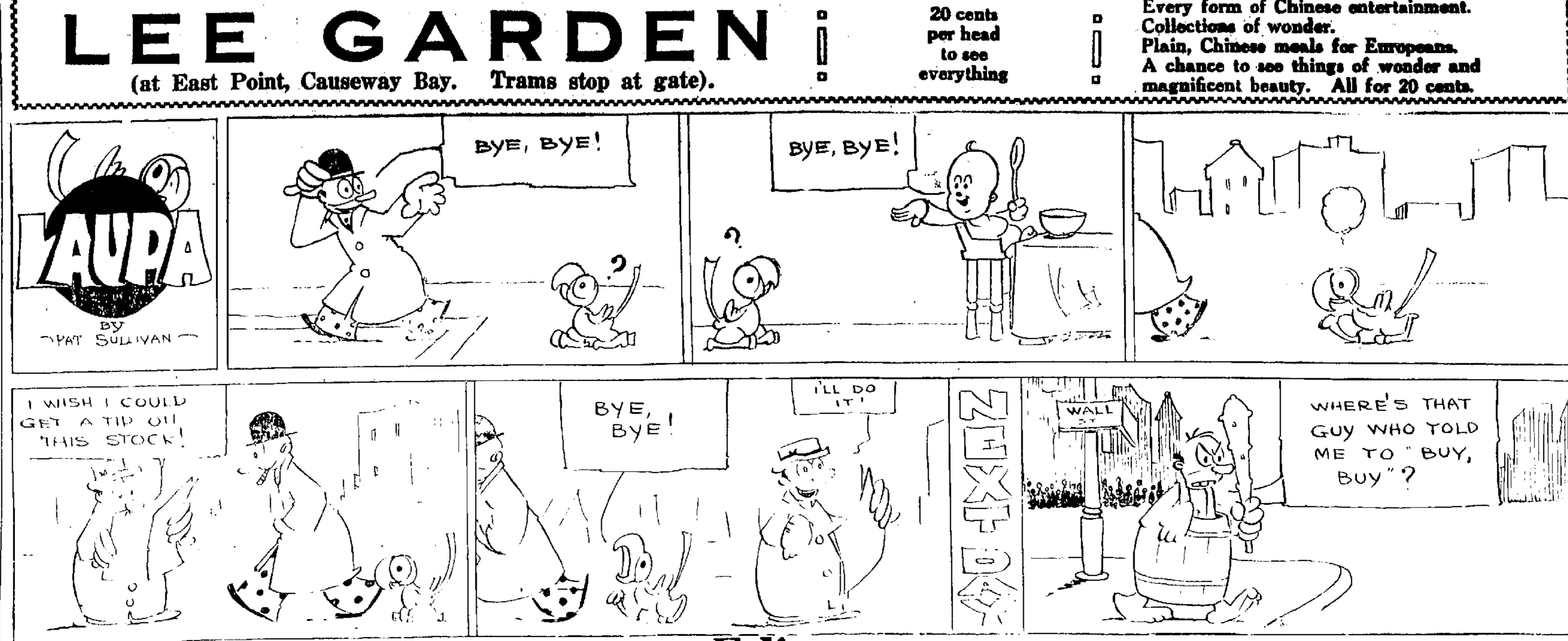
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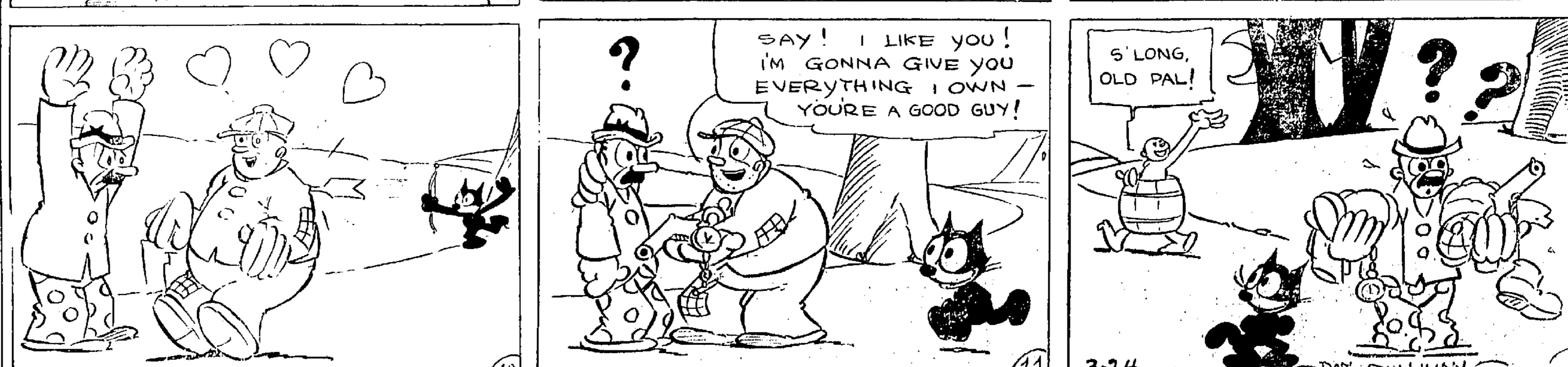
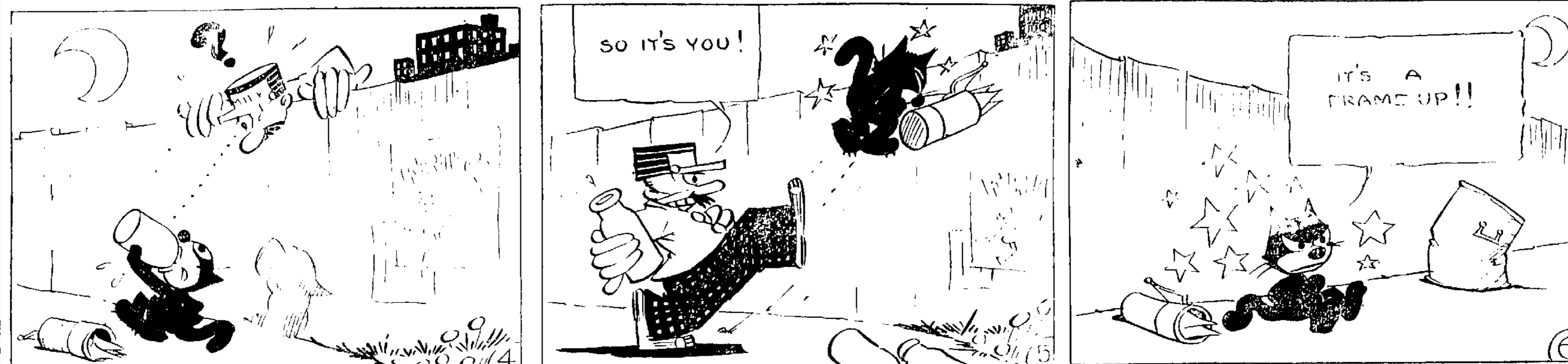
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OUR STANDARD VALUE

IN MEN'S HANDKERCHIEFS.

Made from real Irish lawn, fully bleached and neatly hem-stitched. 1 inch hem. These handkerchiefs are made to stand the utmost wear as well as being soft for use. Size 18 1/2 inches square.

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— in this powerful story of love and temptation. Produced by the man who made "The Four Horsemen," "Mare Nostrum" and other notable screen productions!



With
ALICE TERRY
IVAN PETROVICH

"THE ENCHANTED EAST of the Arabian Knights is vividly brought to the screen in this modern love story taken from the famous novel by Robert Hichens."

AT THE

STAR

FINAL SHOWINGS TO-DAY.
At 2.30 & 5.30.

9.15.—THE ITALIAN GRAND OPERA CO.—9.15.

MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

At 2.30, 5.15, 7.15 and 9.20
To-day to Wednesday — Douglas Fairbanks' super thriller, "The Iron Mask." The further adventures of "The Three Musketeers."

WORLD THEATRE

At 2.30, 5.15, 7.15 and 9.20
Final Showing To-day — Karl Dane and George K. Arthur in "Circus Rookies." Also, Charlie Chaplin's great comedy, "A Dog's Life."

To-morrow and Tuesday — "The Enemy," a powerful drama of love and war. With Lillian Gish and Ralph Forbes.

Wednesday and Thursday — "London After Midnight," a gripping mystery story. Starring Lon Chaney and an excellent supporting cast.

Friday and Saturday — "Good Morning Judge," a hilarious comedy featuring the popular English star, Reginald Denny.

STAR THEATRE

At 5.30 and 9.15
Matines Every Saturday and Sunday at 2.30 p.m.

Final Showings To-day, 2.30 & 5.30, Rex Ingram's masterpiece, "The Garden of Allah." With Alice Terry and Ivan Petrovich. At 9.15, The Italian Grand Opera Company in "The Barber of Seville."

To-morrow and Tuesday, at 5.30 only. Marion Davies' sparkling comedy, "The Patsy."

To-morrow at 9.15, The Italian Grand Opera Co. in "Madame Butterfly."

Tuesday at 9.15, The Italian Grand Opera Co. in "Cavalleria Rusticana" and "Pagliacci."

Wednesday and Thursday, at 5.30 only. Wallace Beery, Pat O'Malley and Ethel Waines in an unusual comedy, "Let Women Alone."

Wednesday at 9.15, The Italian Grand Opera Co. in "Lucia di Lammermoor."

Thursday at 9.15, The Italian Grand Opera Co. in "Carmen."

Friday and Saturday, Janet Gaynor and Charles Farrell in the beautiful production, "Street Angel."

Friday at 9.15, The Italian Grand Opera Co. in "La Boheme."

Saturday at 9.15, The Italian Grand Opera Co. in "Tales of Hoffmann."

THE CROWD"

What many critics claim to be the best picture King Vidor has ever produced for the screen is coming soon to the Queen's Theatre. It is "The Crowd," a Metro-Goldwyn-Mayer picture based on an original story by the director. Eleanor Boardman and James Murray have the featured roles in the first story Vidor has filmed since "The Big Parade."

Two hundred yards of rose colouring were used to drap the royal bed of Anne of Austria, wife of Louis XIII of France, for Douglas Fairbanks' newest picture, "The Iron Mask."

The Cinema Page

WORLD THEATRE

"Circus Rookies" and "A Dog's Life"

One of screendom's most famous comedy teams, Karl Dane and George K. Arthur, the comedians of "Baby Mine," will be seen for the last time to-day at the World Theatre in "Circus Rookies."

In this film the elongated Dane and the pint edition Arthur provide a riot of fun against a circus background, Dane as an odd-job man around the "big top," who essays his hand at lion taming, and Arthur as a loquacious, quick-witted press agent. They run afoul of each other when they both lose their hearts to a dainty, pretty trapeze artist. Louise Lorraine has the heroine role and demonstrates to a nicely the devastating effect of the feminine influence on the hearts of two wandering susceptible males. Among the other notables in the cast is Fred Humes, who takes the part of a giant gorilla in a make-up and costume that is an engineering feat. Charlie Chaplin's hilarious comedy, "A Dog's Life," will also be shown.

SPECTACULAR SCENES

The biggest outdoor "set" in the world—the Sahara Desert—is an important background of "The Garden of Allah," Rex Ingram's production which was filmed entirely abroad for Metro Goldwyn Mayer with Alice Terry and Ivan Petrovich in the leading roles. Camel caravans, miles long, 2,000 Arabs at prayer, a sand-storm and other high lights of the famous desert romance which Willis Goldbeck adapted from Robert Hichens' story are filmed with the Sahara, one of nature's wonders, as a background.

A SUPER FILM

Douglas Fairbanks in "The Iron Mask"

TO-DAY AT QUEEN'S

In his newest United Artists Picture, "The Iron Mask," which comes to the Queen's Theatre on Sunday, Douglas Fairbanks embodies the romantic spirit of adventure and valour. Once more he is D'Artagnan, the dashing hero of Alexandre Dumas' stories of seventeenth century France, as he was six years ago in his first picturization of the adventures of the four faithful friends, "The Three Musketeers." Again he rides with Athos, Porthos and Aramis through years of intrigue, war and love.

The first part of the picture takes place during the reign of Louis XIII, when the four musketeers wield their swords in defence of their king and his infant son. The time of the second part is twenty years later during the early period of the regime of the young Louis XIV. D'Artagnan and his companions are as valiant and loyal in their guardianship of the new king as they were of his father. D'Artagnan solves the mystery of the man in the iron mask, outwits the cardinal and his conspirators, restores the rightful Louis to his throne, and goes to his grave with the baton of the Marechal of France upon his breast.

Lovers of the Dumas novels will find that the players in this picturization of the stories admirably fit the brilliant Frenchman's descriptions of his characters. Athos, Porthos and Aramis are played by Leon Barry, Stanley J. Sandford and Gino Corrado, ideal types for the swashbuckling young musketeers. Nigel de Bruler is the crafty, conspiring cardinal, and Lon Poff plays his fellow churchman Father Joseph. Ulrich Haupt is cast as the villainous de Rochefort, and the two Louis, father and

(Continued at foot of next Column.)

"THE GARDEN OF ALLAH"

Screen Version of Robert Hichens' Novel

The Desert! The Garden of Allah! The spell of sleeping sand dunes and strengthening sunsets beyond all description. The poignant love of a giant, untutored traveller, a former monk who had left a Trappist monastery under a cloud, for a young girl of surpassing beauty and poise. Hostility, pity, love, happiness, disillusion, despair, grief—and finally new peace with God that three people find in three separate ways after the desert sandstorm has passed.

That is the story of "The Garden of Allah" which is being shown for the last time to-day at 2.30 and 5.30 p.m. in the Star Theatre. Known the world over as a novel, and a tremendous success as a stage play, it is now transferred to the screen—a Rex Ingram masterpiece—filmed on the actual spots in Algeria described by Robert Hichens in his world famous book. "The Garden of Allah" was produced by the eminent director of "Scaramouche," "The Four Horsemen of the Apocalypse" and many other noteworthy screen productions. To-night at 9.15 p.m., Signor Carpi's Italian Grand Opera Company will present "The Barber of Seville."

REAL COSSACKS

Learning to ride in a Cossack saddle, a queer high affair from the Russian steppes, was John Gilbert's strenuous preparation for his latest screen role in Metro-Goldwyn-Mayer's "The Cossacks," coming soon to the Queen's Theatre. Gilbert rides with a troop of real Cossacks brought from Europe for the picture, and who stage sensational riding thrills in spectacular settings. Renee Adoree plays the heroine.

KARL DANE IN GEORGE K. ARTHUR'S

CIRCUS ROOKIES

An Edward Sedwick production

with Louise Lorraine

The famous comedy team of "Rookies" will thrill and delight you again in this hilarious story of life under the "big top!"



Story by Ed Sedwick and Lou Lipton. Conceived by Richard Schayer. Directed by Edward Sedwick

ALSO
CHARLIE CHAPLIN IN "A DOG'S LIFE"

AT THE WORLD
Orchestra 5.15 & 9.20.

FINAL SHOWINGS TO-DAY
Interpreter 2.30 & 7.15.

A NIGHT VIGIL

Tense, Dramatic Scenes in "The Enemy"

The heart-gripping night vigil in Puccini's "Madame Butterfly" has a remarkable parallel in "The Enemy," Lillian Gish's Metro-Goldwyn-Mayer vehicle which is to be screened to-morrow and Tuesday at the World Theatre in which, under the direction of Fred Nibley, the suspense of a night vigil has almost the same effect though the situation is one entirely different. In the picture, based on Channing Pollock's famous stage play, Pauli, the heroine, the role played by Miss Gish, and Carol, her lover, are married on the eve of his call to the front during the war. Their last hours together are before the dawn that hurries him away with his troops. All night they sit, watching the relentless hands of the clock, ever moving toward their separation, perhaps forever. As worked out in the screen play, this vigil in the dark is one of the most powerful dramatic touches in the history of the screen.

SWIFT COMEDY

Hilarious Moments in Denny Film

Reginald Denny, Universal's popular comedy star, tops all his former successful performances in "Good Morning, Judge," the swiftest moving and most entertaining picture of his career, which opens at the World Theatre on Friday next. Denny, filmdom's best-known farceur, has a role that fits him perfectly. He is Freddie Grey, young and wealthy, who falls in love with the owner of a mission for reformed criminals. Mary Nolan, the American girl who starred for three years in German films, plays opposite Denny. Miss Nolan's blonde beauty has already carried her a long way in filmdom and even now she has become one of the most sought-after actresses on the screen.

(Continued from previous Column)

son, are portrayed by Rolfe Sedan and William Bakewell. Charles Stevens is Planchet, the faithful servant of D'Artagnan, and Henry Otto is Master of Wardrobe.

Marguerite de la Motte is once more Constance, to whom D'Artagnan gives the only love of his life, as she was in "The Three Musketeers." The treacherous Milady de Winter is played by Dorothy River, and Vera Lewis is Madame Peronne, the midwife. Belle Bennett plays Anne of Austria queen mother of the young Louis XIV.

In this final story of D'Artagnan, Mr. Fairbanks has made his most stupendous production. Months of preparation were spent in perfecting the historical accuracy of every minute detail. The sets for "The Iron Mask," erected in the United Artists Studio, were the largest ever built for a picture, and thousands of extras were employed to carry out the atmosphere of seventeenth century France. Through the village streets and the court yards of the palaces of the King ride D'Artagnan, Athos, Porthos and Aramis, personifying the never-dying spirit of romance and adventure.

"Street Angel," which will be shown at the Star Theatre this week, is a companion picture to "7th Heaven." Earle Foxe is the "menace." Hal-lam Cooley and Nancy Carroll are cast in a lighter vein.

Movie Correspondence

"R"—The Italian Grand Opera Company will present "Car-men" at the Star Theatre on Thursday next.

"Prep"—Lon Chaney was born in Colorado Springs, Col., and first started his career on the stage as a property boy. Later, he became a musical comedy dancer, then went into vaudeville. He first entered pictures as a Western player, later establishing himself as a first class screen artist with his role in "The Hunchback of Notre Dame."

The Cinema Page Editor will be pleased to answer enquiries regarding forthcoming pictures and stars. Letters should be addressed to The Editor, The Cinema Page, "Sunday Herald," and should reach him not later than Thursday of each week. Replies will be published in the following Sunday's issue.

"LADIES MUST DRESS"

Quiet humour and a touch of plain little working girl, are used to excellent advantage in "Ladies Must Dress," a Fox Pictures production, featuring Virginia Valli and Lawrence Gray coming shortly to the Queen's Theatre. Earle Foxe is the "menace." Hallam Cooley and Nancy Carroll are cast in a lighter vein.

MAGNIFICENT! THRILLING! SWEEPING!

You will be thrilled as never before when you see the fascinating D'Artagnan and his rollicking musketeers—fighting like fury; captivating all Paris with their merry making; befogging the countryside with the dust of pounding hoofs as they match brawn and brain with the best blades of all Europe to solve the mystery of the Iron Mask."



SPARKLING WITH THE CHARM AND GLAMOUR OF OLDEN FRANCE!
AT THE QUEEN'S TO-DAY TO WEDNESDAY
At 2.30, 5.10, 7.15 & 9.20.
INCREASED PRICES



CLIFF ABOVE THE PACIFIC

It was upward from Ilwaco on a winding puncheon highway—
Down old planks that creaked as the wheels rumbled past—
Through high salal in hedges, greenly walling us with beauty,
Till we came upon the clifftop, and the ocean view at last!

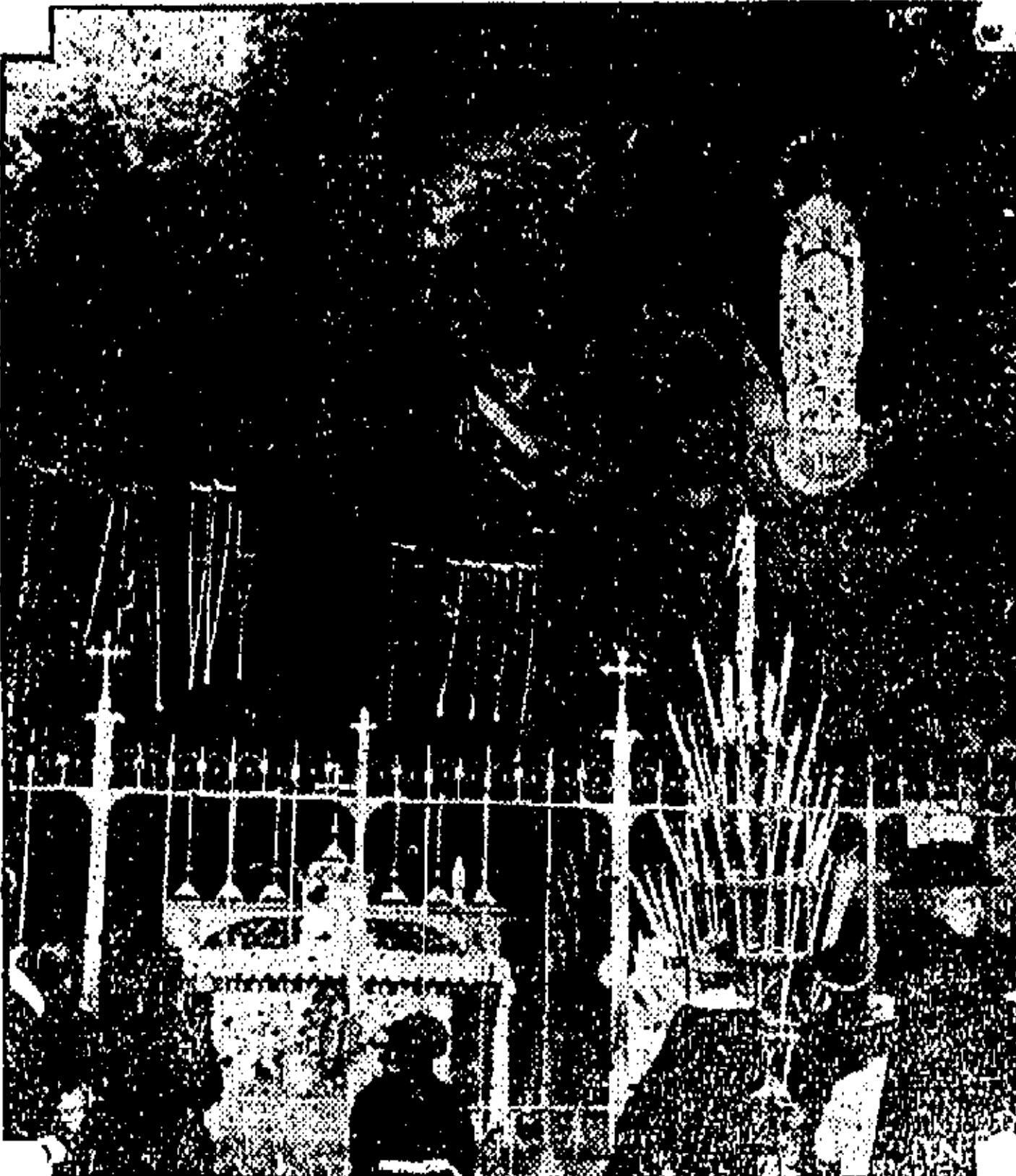


Pope Pius, taking a stroll in the gardens of the Vatican in Rome, Italy, where no longer is he a prisoner due to the settlement made between Church and State, which gives his Holiness the right to leave the Vatican and visit other parts of Italy.

The ocean stretching westward with its miles and miles of water, The ocean rolling inward from Hawaii and Japan, From Siberia, the Philippines, from India and Java, The old Pacific ocean,—and beside me stood a man. It was upward from Ilwaco on the Northhead by the lighthouse, On the summit of that bleak cliff rising—towering from the sea, That we heard the ocean thrashing. Winter waters curled below us. He related words of wisdom that have sung a song to me. The fog banks blew across us, up the great Columbia River. Twelve miles in we heard the dismal foghorn blow and blow. But overhead was sunlight; and westward, the horizon; And down beneath, the breakers came in row on thundering row. We sat upon the cliff edge with the clear wind in our faces. Upon the summit talking, as old sailors must have done.— Looking westward, — keen-eyed watchers,—looking seaward into distance, "God is Love!" he said, "and Faith does more than all beneath the sun!"

It was upward from Ilwaco on a winding puncheon highway That the sky came down about me. I was raised so high at words; And I saw his sea-eyes praying, and I heard him speak of Kindness,— And my heart rose up on pinions, like the mist-clouds, like the birds. Through high salal in hedges, greenly walling us with beauty, To winter on a clifftop, barren, black above the deep,— To light upon a summit; and the reverent words of beauty And of Truth have stirred me deeply till I say them in my sleep.
— Helen Maring in "Christian Science Monitor."

Pope's First Trip Outside Vatican



Now that the Pope is free to travel, it is reported that the first visit to be made by His Holiness, Pope Pius XI, will be to the Shrine known as the "Miracle Shrine," visited annually by thousands of religious pilgrims.

CHURCH NOTICES

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

UNION CHURCH KOWLOON

Corner of Jordan Rd. & Cox's Rd.)
11 a.m. Public Worship.
Preacher: Rev. Frank Short of the I.M.S.
2.45 p.m. Last Meeting of Afternoon Sunday School—address by Mr. Gardner.
6 p.m. Evening Service conducted by Rev. J. Horace Johnston.
Address by Miss Ward, Matron of the Alice Memorial Hospital. Singing by scholars of the Ying Wa Girls' College.
Collections at both services for London Missionary Society.

FIRST CHURCH OF CHRIST, SCIENTIST.

[Branch of The Mother Church, The First Church of Christ, Scientist]

ist, in Boston, Mass., U.S.A.] Macdonnell Road, below Bowen Road Tram Station.

Sunday Service, 11.15 a.m.
Subject: — "Probation After Death."

The Sunday School is held on Sunday mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 o'clock.

Reading Room at above address open:

Tuesday and Friday 10 a.m. to 12 Noon.

Monday and Thursday 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room.

CHIEF SCOUT ON WORK

In an article written in response to a special request from the editor of the Scottish Scout, Sir Robert Baden-Powell, the Chief Scout, says: "What it feels like to be over-worked"—What an ideal! Me, of all

people! When I have got tons of Scouting, Commissioners, Scoutmasters, Rover Leaders, Patrol Leaders, everybody doing the work while I sit back, just loving to see them do my job for me. Of course, I have done some work at times. I shouldn't be such a happy creature if I had not. In my life I have taken up with golf or bridge, but one whose programme is a mosaic of important job for the community. That is the man who can look at his

jig-saw and fit in yet another duty to do. He is the man I want. He can be relied upon to take on the job and to do it. What is more, he is the man who is happy, and as life passes on, he is happier for feeling that he has not wasted it, that he has done his best for his neighbour, and not merely for himself; that he has not frittered away his time, but he has done with it that which was worth while."

HONGKONG HOTEL ROOF GARDEN

The Steamship arrangements of
The Banyard Musical Comedy Company

having necessitated their return to Hong Kong en route to Singapore, they will present a special

CABARET ENTERTAINMENT

in the course of a

DINNER DANCE

at the

HONGKONG HOTEL ROOF GARDEN

on

THURSDAY, the 2nd May.

The Cabaret Entertainment will be similar to that so successfully presented on the 8th April, but with a change of programme. Dancing will alternate with Cabaret items.

As accommodation is limited, and so many of our patrons could not be given tables on the previous occasion, you are requested to reserve your dinner table at once, please, to avoid disappointment.

Charge: \$7 per head. Reservations: Hongkong Hotel only.
THE HONGKONG AND SHANGHAI HOTELS, LTD.

IMPORTANT TO TENNIS PLAYERS

AUTHORISATION HAS BEEN RECEIVED FROM THE HONG KONG LAWN TENNIS ASSOCIATION
PERMITTING THE USE OF THE

NEW WORLD FAMOUS DUNLOP

TENNIS



BALL

IN THE LOCAL LEAGUE TOURNAMENTS

The Davis Cup was won with the Dunlop Tennis Ball:—Play with the ball that was unanimously selected for this World-Event by Messrs. Lacoste, Boretta, Cochet and Brugnon.

The Dunlop Tennis Ball has also been selected for the 1929 Challenge Round of the Davis Cup; also for the following Davis Cup Matches:—Italy v. Ireland, Austria v. Czechoslovakia, Denmark v. Chile.

The important point to remember is that the New Dunlop Tennis Ball is the most Economical Ball in the world. The Ball is good for set after set of hard, punishing tennis, long after other tennis balls have become unplayable.

Dunlop manufactures the best Golf Ball in the world, and now, in Tennis, the best is the

DUNLOP TENNIS BALL

OBTAIABLE FROM ALL STORES

SPECIAL RATES TO CLUBS

Early in May

KASHMIR SILK STORE

36a, Queen's Road Central

(Opposite Queen's Theatre)

*We extend a cordial invitation to all the
Ladies of the Colony to inspect the
Wonderful Array of Beautiful New Silks
and Silk Goods that will be on display.*

PASSENGER LISTS.

DEPARTURES

Passengers leaving Hong Kong yesterday by the s.s. "Mantua" for London via ports were as follow:—
Mr. W. J. Anderson, Mr. G. Arceneaux, Mr. G. Asanmali, Mr. K. S. S. Asanmali, Miss M. C. Allan, Mr. G. Adair, Mr. and Mrs. T. P. M. Bevan and infant, Miss S. P. Bevan, Mrs. L. B. I. Branson, Master P. Branson, Major T. C. Bowes, R.A.M.C., Mrs. T. C. Bowes, Mr. C. E. Butcher, Mr. R. G. Butcher, Mr. W. E. G. Beer, Mr. and Mrs. G. H. Bell, Mr. E. Brooks, Mr. N. Behrhardt, Mr. C. P. Berge, Mrs. S. Beardsey, Mr. K. S. Beiggs, Mr. K. C. Chan, Mr. D. Chandram, Mr. R. Choolaram, Mr. Wm. M. Coles, Mrs. L. A. Cossart, Sister Camille, Mr. and Mrs. A. A. Conibeer and infants, *Mr. P. C. Chow, *Mr. C. Y. Chen, Miss A. Cheng, Mr. Y. T. Cheung, *Mr. P. M. d'Almeida, *Mr. V. F. d'Almeida, Mr. J. Ditté, Capt. and Mrs. C. B. Delamain, Mrs. C. Day, Mrs. D. M. Edwards, Mr. G. G. Edwards, Mr. J. H. Edwards, Sister Ethelreda, Mr. R. A. Fawcett, Mr. J. Furness, *Mr. S. C. Fang, *Mr. C. Fenstress, *Mrs. P. Fenstress, Mr. S. P. Gray, Mr. A. H. Gillingham, Mr. and Mrs. E. W. Gaubert, Miss I. E. Gaubert, Miss M. L. Gaubert, Mr. H. Griffin, Mrs. G. S. S. Gordon, infant and amah, Mrs. D. Gibson, *Mrs. C. W. Grant, *Misses D. J. and H. M. Grant, *Mr. S. S. Harris, Lieut. and Mrs. P. F. Hale, *Mrs. D. H. Hazell and infant, *Mr. J. Hayasaka, Mrs. A. Hughes, Mr. and Mrs. A. G. Hewitt, Mr. and Mrs. A. M. Holland, Miss I. Holland, Master A. Holland, Miss J. Holland, Mr. P. B. Harris, Mr. B. Hemingway, *Mrs. B. Hemingway, *Mr. J. W. Hirst, *Miss J. M. Hirst, *Master R. W. Hirst, *Master D. V. Hirst, *Mr. Koh Hockey, Mr. R. L. Hancock, *Mr. Tokujiro Hayami, Capt. K. Himatsugi, Miss L. Hodgkinson, *Mr. C. Hubbs, Mr. and Mrs. A. E. Irving, child and amah, *Mr. Shigematsu Iizuka, Mr. H. K. Katzenstein, Mr. A. Kiunmaru, Mr. H. V. Khliana, *Mr. Kong Sie-kah, Mr. G. Lokooum, Mr. N. K. Littlejohn, Mr. B. Lanlester, Mrs. A. A. Luke, Lieut.-Col. S. T. Lucey, M.C., Mrs. S. T. Lucey, Master D. Lucey, Master P. Lucey, Mr. W. Lamb, Mr. J. Leibrelich, Mr. H. Martin, Mrs. Kall-Charn Lalchand, *Mrs. M. Millard, *Miss M. E. Millard, Sister Mary, *Miss D. Moore, Mr. J. Montgomery, Mrs. B.

NAVAL MOVEMENTS

"Kent" Takes Vice-Admiral to Shanghai

H.M.S. "Petersfield" left for Shanghai via Amoy yesterday morning.
H.M.S. "Kent," flagship of the China Station, with His Excellency Vice-Admiral A. K. Waistell, C.B., on board left for the same destinations last evening. She sailed about a quarter of an hour after H.R.H. the Duke of Gloucester left on H.M.S. "Suffolk."

Manners, Mr. W. B. Marshall, Mr. S. C. Marshall, Miss L. B. Marshall, Mr. C. W. Manning, *Mr. J. F. Malone, Mr. J. R. Melville, Mr. W. Manton, *Mr. Daizo Matsumoto, *Mr. J. K. Maharaj, *Mr. S. G. Mirchandani, Mr. C. C. Ma, Mrs. W. Napier, child and amah, *Mr. K. Numoni, Mr. P. I. Newman, Mr. and Mrs. P. Packwood, Lt.-Comdr. A. L. Pears, R.N., *Comdr. and Mrs. J. de A. Pinheiro, Mrs. L. A. Pullant, Mr. R. D. Rand, Mr. and Mrs. J. Ring, Mr. and Mrs. J. A. A. Seck, *Mr. O. Schreiner, Mr. W. H. Sturrock, Mr. and Mrs. F. G. Stokes, Mr. A. V. Stevens, Rev. J. Shields, Rev. and Mrs. C. G. Sparham, *Mr. C. C. Shan, *Mr. Y. S. San, *Mr. Bunya Saito, *Mr. K. B. H. Stevens, Mr. F. J. Stone, Mr. W. Stewart, Mr. C. B. Songest, Mrs. D. I. Smyth, Miss I. T. Smyth, Mr. C. T. Tod, Mr. W. W. Thorne, *Mr. K. Y. Tang, *Mr. Yasuo Tsuji, Mr. D. Thomson, Mr. H. Urban, Mr. J. Wong, Mr. C. S. Wong, *Mr. C. Y. Wong, Mr. J. W. Wong, Mr. and Mrs. S. R. Winkworth, Capt. C. T. Wallington, O.B.E., Mrs. C. T. Wallington, Miss P. Wallington, Warren, R.N., Mrs. A. G. Warren, Miss S. Wallington, Lieut. A. G. Mrs. S. R. Waller, Mr. C. G. J. Waddell, Mr. and Mrs. C. Worby, Mrs. E. Worby, Miss M. Worby, Mrs. E. B. Wishart, Mrs. and Mrs. P. F. Willis, *Mr. P. C. Wu and child, Mr. and Mrs. G. Woodhouse, Mr. and Mrs. Wasley, 2 children and nurse, Miss Gray Wasley, Mr. C. A. Young, Mr. and Mrs. F. C. Young and 2 children, Mrs. J. Young.
Poachopuan (P/A Planters Ver-
eunging from Medan.

* To Singapore.

LETTERS & RADIO

Addresses Which Cannot Be Traced

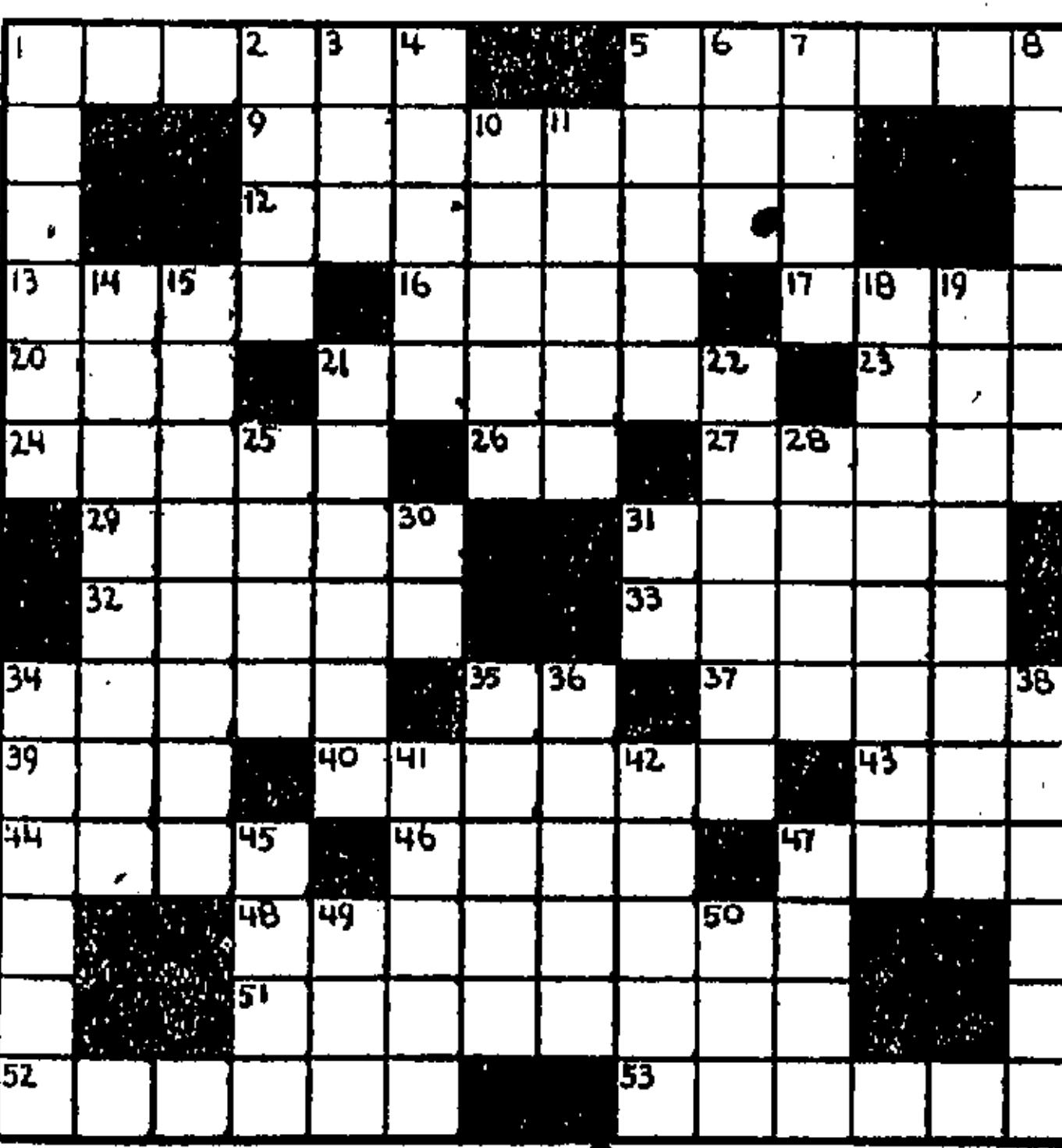
POST OFFICE LIST

A General Post Office notification gives the following unclaimed correspondence, etc., waiting at the Post Office, and also unclaimed radio telegrams at the Radio Telegraph Office, Government building:—
Poste Restante Correspondence
Mr. M. Amiot, J. J. H. Arason, M. R. Aytona, Batten & Co., E. E. Benham, A. H. Beetham, Capt. J. F. Bird, R. Couch, Madame Clerget, W. E. Carley, Mrs. C. J. Caldwell, A. C. Cunnell, Dr. R. E. Chambers, Madame H. de Coral, Mr. Deofont, Capt. A. E. Hodgins, Italian Bank of China, Mrs. B. Jenkins, Mrs. E. T. C. Jones, P. Ketchum, T. J. Kwase, H. R. Lydiatt, W. H. Lawton, Luke Cummings & Co., F. Lapin, R. Light, Madam Master-Bori, Capt. E. Maples (s.s. "Nam Yung"), E. Mackie, Mr. & Mrs. R. G. Mather, M. S. Magot, Mr. & Mrs. C. Martin, H. E. McGowan, Mrs. C. R. McKenzie, J. N. Morris (West River), K. R. Macaskill, W. M. Peach, W. R. Pearce, A. V. Pinson, Mr. Przelowski, Mrs. A. K. Roden, Mrs. W. H. Smith, A. N. Seaton, Dr. W. Wendt, H. Worham, R. M. Wilson, C. D. Wardle.

Unpaid Correspondence
C. D. Adams, Miss J. K. Cutler, H. W. Dunning, S. L. Sands.
Registered Articles
Wm. Basker & Co., James Henry Clay, Galin Chernoff, Miss K. Ellin (c/o H.K. Hotel), Kwok Hung-kau (Chinese Gunboat "Hai Yung"), Luke Cumming & Co., H. E. McGowan, Mons. Przelowski, A. V. Pinson, Satoro do Roots, T. Sad, Shing Tack Bros., S. Shoripoff (c/o Isako Circus), E. W. G. Wesson, B. Zipper.
Uncabled Radio Telegrams
Haratakuichi from s.s. "Aki Maru." Hing Lee (Des Voeux-rd.) from Tungshan.
Kangpansuram from Teckam, Yewth from Swatow.
Smidoo from Namdin.
Samkoo (c/o Yee Chong Loong, 232, Third-st.) from Macau.
4100 from Medan.
Albertina Een Remedios from Macau.
6025 from Soorabaya.
Mrs. Cheng Fal (11, Yadhong-st.) from Medjokerlo.
0785 from Canton.
Poachopuan (P/A Planters Ver-
eunging from Medan.

OUR CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



© THE INTERNATIONAL SYNDICATE.

HORIZONTAL

1-Mark
5-Myth
9-Become verbs
12-Inception
13-Examine closely
14-Sound made by serpent
17-Jokers
20-Brownies
21-Implement for whipping edge
23-Prefix—Before
24-Part of a snake
25-Left side (abbr.)
27-Damay
29-Drug made from leaves
31-March
32-Attacks of support
33-Carved on

34-Whicker
35-Tea leaves
36-Tea
37-Tea
38-Tea
39-Tea
40-Tea
41-Tea
42-Tea
43-Tea
44-Tea
45-Tea
46-Tea
47-Tea
48-Tea
49-Tea
50-Tea
51-Tea
52-Calm
53-Hunting dog

54-Tea
55-Tea

8-Maiden
10-Small bottle
11-Fixed stations
14-Waterfall
15-Analogous term
16-Estimate worth of
18-Splendor
19-Splendor
21-Saints blood
22-Saints palm
25-Affection
28-Remove the skin
30-An elder (abbr.)
31-Steamsip (abbr.)
34-Reflects carefully
35-Trite
36-A shrub
37-Hunting dog
38-Lower
41-Precious stone
42-Hires
45-Created
47-Less than the whole
49-Number
50-Projection

1-Shows honor
2-Broad smile
3-Contraction of event
4-Flock
4-Legal document
5-Consume
7-Flourished

8-Suitcase
9-Older
10-Older
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49-Older
50-Older

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES

Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

Hawpar from Manila.
Sultafe from Tandajongrodb.
Sang Mow from Haiphong.
Bowalnung Induyuen (Dewoux-rd.) from Seattle.
Carmico from Canton.
0006, 8888, 3141, 0171, 5894, 0063,
0577, 0362, 5714, 0005, 2896,
4982, 5281 from Canton.
Mohardenu Bord Porches from Kwongchowan.
0010, 0451, 4848, 1860 from Swatow.

7198, 6567 from Wuchow.
Salesian from Balikpapan.
Camlong from Haiphong.
Yau Choong from Yumanfu.
8069 from Pangkalanbran.
8894 from Haiphong.
1847 from Canton.
Yeong Yau-choong (c/o Meng Cheong) from Sandakan.
Bohne from "Pres. Wilson."
Wingford from Hue.
0010, 0451, 4848, 1860 from Canton.

7397 from Canton.
1684, 2639, 2052 from Amoy.
Yim Sui-ling (134, Queen's-nd.) from Cholon.
6894 from Haiphong.
Juemao from Tafo.
Lematre French Hospital from Manila.
6068 from Canton.
Cheerfully from Taikho.
Shing Pak, 5650 from Teckam.
Uchi Kolima ("Aki Maru") from Manila.
1888, 1017, 6670, 0063, 0008, 5714,
0966, 0007, 0124, 0772, 1103 from Canton.

LAST WEEK'S SOLUTION.

FAST	MAS
COLORS	DUCATS
CARAVAN	ELEGIES
GRBS	DOUBT
SPA	CERTAINLY
YEDDO	TAT
TEENS	ALERT
AWER	HEATERS
VALETED	DRUM
BITTY	CRUET
PIDE	ARRAS
IST	SALIVAL
SITES	AM
CARESSE	RIOTERS
SERIES	TAPERS
DENT	NEES

GENTLEMEN'S SOCKS

Fancy or Plain
in Lisle or Silk with
double toe and heel.

These are good
wearing socks and
are moderately
priced.

Call and inspect our
large display.

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YEE SANG FAT CO.

The Store That Saves You Money.

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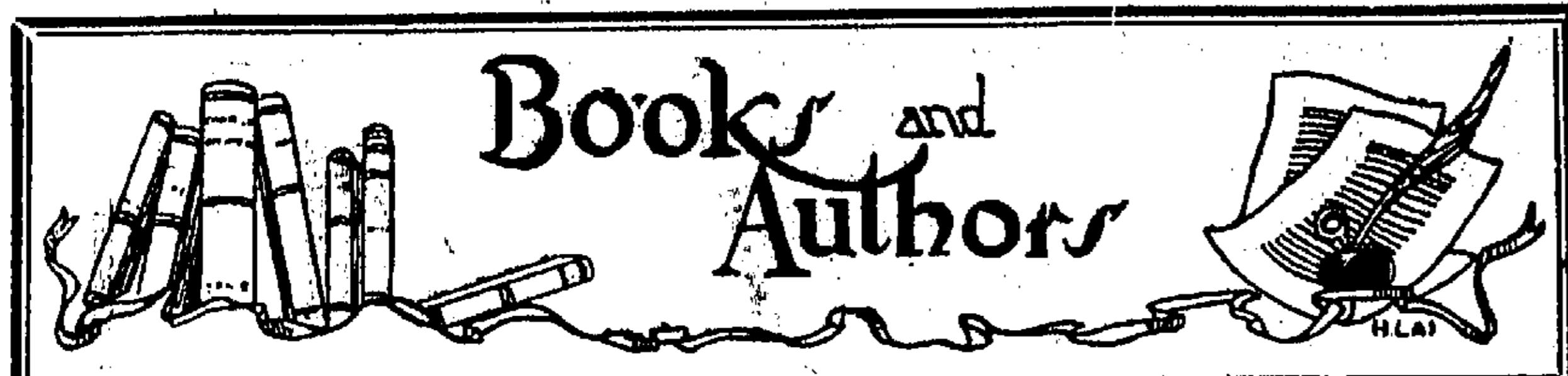
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**"HERALD" REVIEWS****A TENNIS CHAMPION**

[*"Matorni's Vineyard,"* by E. Phillips Oppenheim; Hodder & Stoughton.]

A cheerful, healthy young man, a few tennis rackets and a seat in the Blue Train would to most people mean that all's well with the world. But to Mervyn Amory, the hero of the story, it is the commencement of a series of events which lead him into every kind of excitement in which murder predominates as when such a clever writer as Mr. Oppenheim is guiding the young man's destiny, dangers are almost sure to intervene. It is a skilfully woven plot bristling with political intrigue, although romance also is not altogether absent.

Mervyn Amory, to all intents and purposes, seems to have no interests in the world but his tennis, and it so happens that during his journey to Monte Carlo circumstances bring him in contact with a certain "Red Shirt" agent known by the name of Uguello. He eventually takes possession of a packet of important papers, which Uguello entrusts him with until the time arrives when a certain person will ask for them. Soon after this, Uguello is found murdered in his compartment, and the quiet sportsman Amory finds that he has now become the centre of attraction wherever he goes, Uguello's slayers knowing full well that the English tennis champion has the important documents in his possession.

One event leads to another and soon the peaceful relations of two countries became severely strained. The massing of troops and war materials on the frontier signifies that war is imminent. Eventually the

important documents reach their true destination and trouble is averted.

Mervyn Amory, although a tennis champion is at the same time attached to the secret service and he has no little say in the reconciliation of the two countries. Naturally there is the beautiful girl who helps him in his mission, and the final climax is befitting to the romance which you will find in *"Matorni's Vineyard."*

SNOBERRY OF THE '90'S

[*"Middle Distance"* by Oliver Martin; E. Benn, 7/6.]

From some points of view, the 1890's in Chelsea seem a good deal further away than the middle distance. Grand Opera with the De Reskes, the shocked horror felt by so many at the early labour and strike agitations, dismay in a family because the daughter wants to go alone with a man to the National Gallery to see the Turners, all this seems almost as distant from as the crinoline and the vapours.

But in other respects we are scarcely emancipated from the social trammels of that age. The snoberry of the Radbrookes, their anxiety to stand well in the eyes of those of their friends who possess titles, the weakness and folly of their daughter Elephé, who, partly from her own fears and partly out of deference to the family, refuses, almost unprotestingly, to marry either of her two lovers—the first because his dress is not always quite up to family standard of what a 'gentleman' should wear, and because his politics are rather socialistic, the second because his father once kept a shop in Australia. These are still with us, though not so blatantly.

AMERICAN TRAGEDY

BOSTON, April 18. Boston's book censorship measures again were called into play to-day, this time against Mr. Theodore Dreiser's widely discussed novel, *"An American Tragedy."*

A local jury convicted Mr. Donald Friede, a New York publisher, for selling the book in Boston, finding it to be "obscene work."

The prosecutor, in asking for a conviction, asserted that the novel contained "matter tending to corrupt the morals of youth."—United Press.

system in the future by ultra-nervous chairmen may be a source of revenue to us," it was added. The speech ended, and a smaller, but real, Mr. Craig answered shareholders' questions.

Television Experiments

The Postmaster-General (Sir William Mitchell-Thomson), in a letter to the Baird Television Company, Ltd., dealing with Mr. J. L. Baird's synchronisation of the human voice in his television experiments conducted over a distance of three-quarters of a mile in London in September, said that the demonstration showed that the apparatus was capable of reproducing recognisably the features and movements of persons posed for that purpose. Evidently it was impracticable at present to reproduce simultaneously more than two or three persons or to exhibit any scene which could not be staged within a space of a few feet in close proximity to the transmitter, and therefore he did not consider that television had developed sufficiently to justify its inclusion in broadcasting programmes. The Minister added that he considered it a noteworthy scientific achievement and he was anxious that facilities should be afforded for progressive experiments. Therefore, he had approved of the use of one of the Broadcasting Corporation's stations outside broadcasting hours. He emphasised that in granting facilities for the experiments neither he nor the Broadcasting Corporation would accept responsibility for the results obtained.

Talkie" Films

For the first time in the history of company meetings, a chairman's speech was delivered by "talkie" film. The meeting was that of the New Era National Film Company, and the chairman Mr. Ernest Gordon Craig. The meeting was originally from the beginning. It was held in a theatre—the Scala. A musical prelude preceded it. The chairman spoke surrounded by palms and flowers. He said: "Talkies are about to revolutionise our industry... In a short measure of time—one, or even two, years—silent pictures will be as out-of-date as the horse-drawn bus... Actions speak louder than words. I am about to introduce my substitute!" At that point the stage was "blacked out," and the chairman's picture reappeared on a film screen three times as large as life. It was his substitute continuing the speech. The speech described the system by which it was done, and referred to portable talking pictures which could be installed in any cinema in a few hours instead of the days or weeks taken for other systems. "Even the use of our

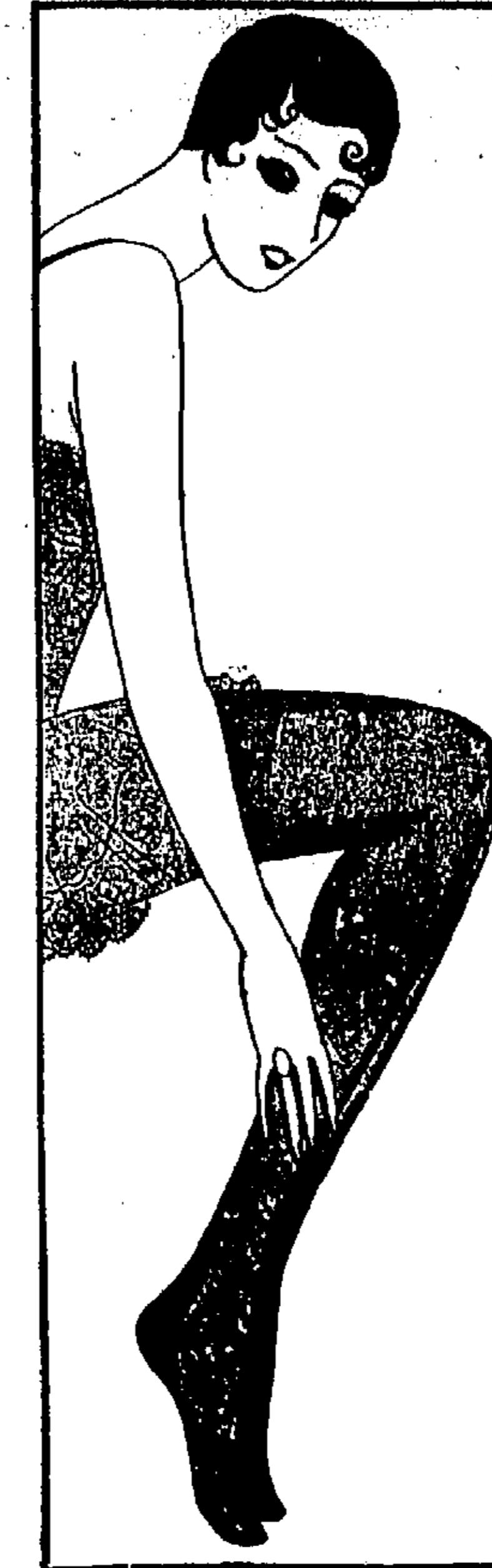
Petticoat Lane

"Petticoat Lane," London's most famous open-air Sunday market, may disappear in the changes that are taking place in the congested area between Houndsditch and Middlesex Street, which is the real name of the "Lane." Here the City Corporation have put up new blocks

PEACE AMBASSADOR**Viscount D'Abernon's Diary**

"Not merely a good book—it is a great book" is the verdict pronounced by the "Spectator" upon the first instalment of the diary kept by Viscount D'Abernon during his six years' occupancy of the Berlin Embassy. In the introduction to "An Ambassador of Peace" its author states clearly the problem which confronted Europe during the years immediately following the signature of the Treaty of Versailles. There were two alternative policies. "Elther," says Lord D'Abernon, "Germany could be regarded as a permanent enemy against whom the forces which were allied in the Great War must be kept ranged in serrated ranks armed cap-a-pie, and maintained in wakeful suspicion by a continuance of war propaganda and war recrimination, or an attempt had to be made to include Germany in the Western European group. From the moment of his appointment our representative in Berlin set himself deliberately to lay the foundation for the carrying out of the second of these policies.

In this volume he relates the story of the first part of the difficult process of reconciliation, covering the period from the Spa Conference of 1920 to the Genoa Conference of 1922. The history of the negotiations is related with discretion and good taste, yet with a frankness that is rare in diplomatic memoirs, at any rate when concerned with affairs of such recent occurrence. Much of the interest and value of the book lies in its acute analyses of the character and temperament of the leading statesmen, British and foreign, who took part in these conferences. What could be more keenly observant, for instance, than this comment on the methods of Mr. Lloyd George? "Experience," Lord D'Abernon tells us, "had taught him that no international conference reaches its goal without at least one serious crisis; he therefore precipitated the crisis early in the proceedings in order to get through with it."

**BEAUTIFUL LEGS**

Only the favoured few have been endowed by nature with perfect legs.... Slimming cures and gymnastics may reduce your weight but they cannot give you that graceful line nor model just that part of your body—your legs—which you wish improved.

only a
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Ten minutes daily with the PUNKT-ROLLER is the ideal treatment.

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Head Office. Hankow.

ILLUSTRATED!**ILLUSTRATED!!****ILLUSTRATED!!!****A WEEK'S PAPERS IN ONE.****OVERLAND****CHINA****MAIL**

PICTURES of all local events are shown in the **OVERLAND CHINA MAIL.**

CHINA NEWS, LOCAL NEWS and all the **NEWS.**

The Weekly paper that saves you the trouble of writing Home.

How Hong Kong prepared to receive a Royal visitor, H.R.H. the Duke of Gloucester is described in this week's "Overland China Mail," the only illustrated weekly budget of "local" and "China" news published in Hong Kong.

Accounts of St. George's Day observances, synchronising with H.M. the King's message to his people and other sympathisers all over the world appear in the "Overland."

Other items of outstanding interest include the relief of Britons and other foreigners at the up-country port of Changtchow by the Royal Navy, the commencement of the civil action in which the Hong Kong Government sues the Hong Kong & Shanghai Banking Corporation, and the re-occurrence of piracy in the neighbouring province of Kwangtung.

The pictures are of a high standard and the weekly art supplement, published every Saturday, which is maintained in conjunction with the pioneer service of the Colony, and which has proved so popular, is annexed to the "Overland China Mail."

Send a copy to a friend or the people at home and thus save the fatigue of having to write a long letter.

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"THE OVERLAND CHINA MAIL."

**SUICIDE AT DINNER PARTY**

A verdict of suicide while of unsound mind was returned at the inquest, at Paddington, on the death of Mrs. Honoria Gordon, niece of Lord Ruthven. Deceased was the wife of a retired Army officer, Captain Charles Gordon, whom she first met in Kenya Colony. Mrs. Gordon was married three times and Captain Gordon was previously married to Lady Idina Wallace, now the Countess of Erroll, a noted Society beauty, who was also married three times. The Gordons were at a dinner party at a friend's flat at Baywater when Mrs. Gordon left the dinner table, ostensibly to use the telephone. Two shots were heard, and Captain Gordon found his wife shot dead through the heart with a friend's revolver. The evidence showed that she suffered from nervous storms and had previously threatened to commit suicide.

Expensive Kisses

The solicitor for the defence suggested that William John, a retired merchant from India, lost his head while suffering from temporary mental aberration, when his client was prosecuted at the Marylebone Police Court for twice kissing a pretty young woman sent to his house to repair a sewing machine. John said that he supposed he was carried away for a moment. The Magistrate, in fining him £2, said he would have dealt with the defendant more severely if he had not been honest and admitted it from the first.

Victory for Feminists

The Feminists have gained a notable victory by the Manchester City Council's decision to throw open the post of Assistant Inspector of Education to women at the same rate of pay as men. In the course of the debate a woman councillor argued that women had the detailed mind necessary for the post, and were moreover, not so susceptible to a pair of sparkling eyes as a man.

"Talkie" Films

For the first time in the history of company meetings, a chairman's speech was delivered by "talkie" film. The meeting was that of the New Era National Film Company, and the chairman Mr. Ernest Gordon Craig. The meeting was originally from the beginning. It was held in a theatre—the Scala. A musical prelude preceded it. The chairman spoke surrounded by palms and flowers. He said:

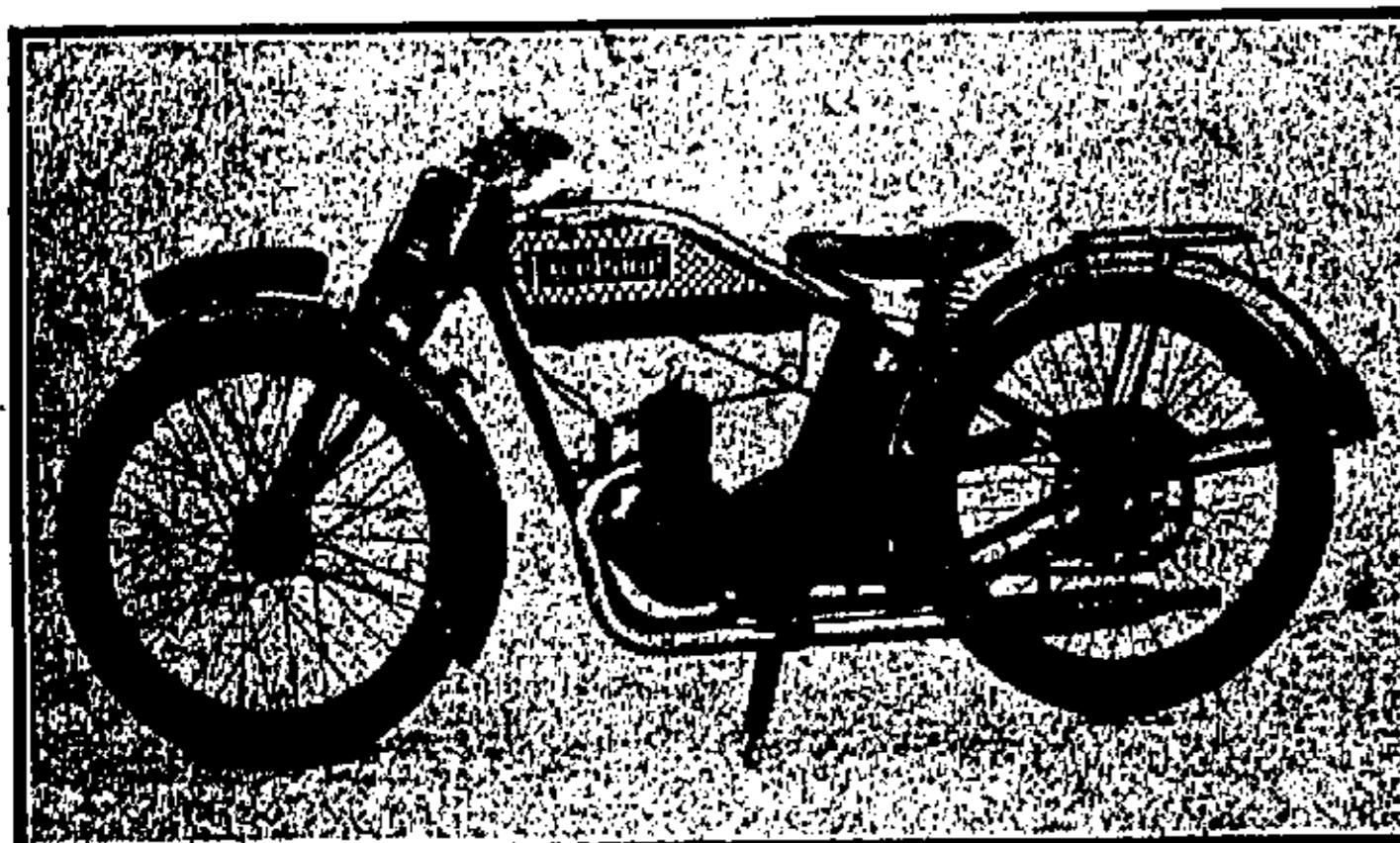
"Talkies are about to revolutionise our industry... In a short measure of time—one, or even two, years—silent pictures will be as out-of-date as the horse-drawn bus... Actions speak louder than words. I am about to introduce my substitute!" At that point the stage was "blacked out," and the chairman's picture reappeared on a film screen three times as large as life. It was his substitute continuing the speech. The speech described the system by which it was done, and referred to portable talking pictures which could be installed in any cinema in a few hours instead of the days or weeks taken for other systems. "Even the use of our

BRINGING UP FATHER.

3-14

MOTORISTS THIS IS YOUR PAGE

EXCELSIOR



THE 'MOUNT OF THE MOMENT'

Representing the greatest Motor Cycle development of the age. In low price and high Quality the "Excelsiors" are always unbeaten.

IN STOCK

147 c.c. 2 Stroke	\$285.00
172 c.c. 2 Stroke 2 Port	\$300.00
247 c.c. 2 Stroke 2 Port	\$425.00
300 c.c. Side Valve	\$475.00
3.50 h.p.o. H.V.	\$625.00

Above prices include Electric Lighting Set.

Let Us Demonstrate Same To You

THE SINCERE CO., LTD.

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THE MOTORCYCLES FAMOUS
FOR THEIR WORLD'S RECORDS
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MONET GOYON

175 c.c. 350 c.c. and 500 c.c. Supersport
the machine de grand luxe
also

the famous F.N. 500 c.c.

particularly suited
for Side-Car work.

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350 c.c. Side or Overhead Valve

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750 c.c. Small Twin.

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1,000 c.c. Big Twin.

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etc., etc.

OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

NOTES FROM THE FACTORIES

[By "Super-Six."]

British Vehicles for South America

The South American Distributors of the Associated Equipment Co., Limited, Messrs. Agar, Cross & Co., Ltd., of Paseo Colon, Buenos Aires, have recently placed a further order for 22 model "426" chassis (ACLO 35-50 h.p.) and five ACLO 45 h.p. model "606" chassis. The Associated Equipment Company's "ACLO" chassis has during the past three years become widely known on the South American Continent, which has resulted in very marked increases of sales yearly. ACLO is the registered Trade Mark for the products of the Associated Equipment Co. sold in South America and Company.

The Invincible

During the recent storm in the Wairarapa and Wellington districts of New Zealand the main roads became impassable and practically all traffic was held up for several days. The Wellington owner of a 1928 Singer Senior was on a visit to Carterton, on the Wairarapa plains, and was in danger of being marooned for the week-end, but he decided to chance getting stuck in the floods. Service cars (the New Zealand equivalent to motor coaches or buses) had long ceased running and the Singer several times was in water over the headlamps, the water once or twice penetrating to the floor boards round the driver's feet. In one part a workman wading up to his waist directed the way and the Singer got through with slight clutch slip and trouble with the generator next day.

Showing What It Can Do

Adverse comment has often been made upon the fact that British motor manufacturing concerns do not sufficiently demonstrate what their cars can do in overseas countries. A gesture which indicates that criticism on this basis will no longer hold good has been made by Rolls-Royce, Ltd., who are about to despatch to South Africa one of their famous New Phantom 40-50 h.p. chassis fitted with a Thrupp and Maberly Cabriolet de Ville body. This car, under the aegis of Rootes, Ltd., who handle the export of Rolls-Royce cars to that part of Africa in which the tour has been arranged, will make a run through all the principal towns from Cape Town to Johannesburg, and should have every opportunity of showing what the finest car in the world can do under really difficult conditions of travel. It is hoped that the tour will be extended to cover Southern Rhodesia and British East Africa. There are literally tens of thousands of motors in countries overseas who hug the fallacy that the "Best Car in the World" was designed only for travelling on good roads. In point of fact the Rolls-Royce, particularly when it is united to bodywork boasting all the traditional quality of a British coach-builder of the highest repute, is par excellence a go-anywhere car, capable of dealing with the most strenuous conditions, and showing at the end of a long period of use so little depreciation that it is seen to be a really inexpensive car to operate.

Sign-Posts and Their Lack

Finding one's way across unknown country tends to demonstrate the fact that sign-posting in many parts of England is still very much below par, says "Motor Cycling." It varies extraordinarily between countries; one will be well marked, and then over the border one meets but few sign-posts, and most of them completely useless. Here and there the A.A. has supplied the deficiency, although why that association should shoulder what should be a public burden I do not quite know, but that is mostly in the towns, and it is outside them that the wayfarer is most likely to find himself tied in a knot. In time, one supposes, sign-posting will be more or less uniform throughout the country. The Ministry of Transport could do a lot worse than hasten whatever steps it may be taking to bring about this end.

A Carrier's Enterprise

Transport contractors who set out to establish transport services from Australian cities to up-country districts have a difficult problem to face, owing to the severe road conditions, but this problem has been solved by Mr. A. N. White, of Sydney, who is running a service from that city to Forbes, a distance of practically 300 miles up-country. Mr. White uses for this work a 30-45 h.p. Albion rigid six-wheel lorry, and as the return journey takes some four days, a special cab containing a bunk for the driver is fitted to this vehicle. The driver is therefore independent as far as sleeping accommodation is concerned. It is interesting to note that the route from Sydney to Forbes is right across the Blue Mountains, which rise to heights of over 4,000 feet.

Austins in Australia

Mr. M. C. Lawson has completed a 6,000 miles' journey twice across Australia, in less than four weeks. Of this distance over 1,000 miles were through desert country. A sandstorm of great intensity was encountered, which caused the drifting sand to choke the carburettor and literally cover the car, penetrating even into the suit cases in the rear compartment. In a "sealed bonnet" test, extending over three days—Sydney to Melbourne and return, about 1,150 miles—an Austin Seven, which was the smallest car entered in the contest, secured maximum points, averaging over 50 miles to the gallon. Another Australian letter tells that Mr. J. Clint, of Orange, New South Wales, gave up using a big car of other than British make for his work as contractor for Post Office mail transport, and substituted an Austin Seven, which gets

through the treacherous muddy roads with facility, and saves money on running costs.

New Zealand Buys British

The North Canterbury Power Board, Christchurch, New Zealand, has equipped its outdoor travellers with Singer Juniors and has given repeat orders.

"Some" Praise

The Star Motor Co., Ltd., have received a letter from the owner of an 18/50 h.p. six-cylinder Star car who is taking it out to New Zealand, in which he recounts his experiences in America. The car attracted much attention and admiration in the United States, particularly in Philadelphia. One garage owner refused payment for garaging. "No," he said, "I think it an honour to have a car like this in my garage." Another comment was: "She's a dandy motor, and sure built."

Tyred Vehicles

Westminster City Council carried a recommendation by their Traffic Committee to urge the Minister of Transport to consider the advisability of requiring all mechanically propelled vehicles in Greater London to be provided with pneumatic tyres. A reference back was lost. Councillor F. G. Ridder thought that this would be no remedy for accidents, though it might prevent damage to roads and buildings. Considering that fatal street accidents in Greater London had nearly doubled since 1918, and that the number of persons injured had more than trebled in that time, this side of the question should be considered. Councillor Mrs. Ridley Smith said that pneumatic tyres only meant quicker movement, whereas what was wanted was to slow down London traffic.

EXCESSIVE HOURS

Considering the great responsibility which rests upon the driver of a coach or bus, both from the point of view of the safety of his own passengers and that of other users of the road, the hours per day worked are, in a great number of instances, far too many.

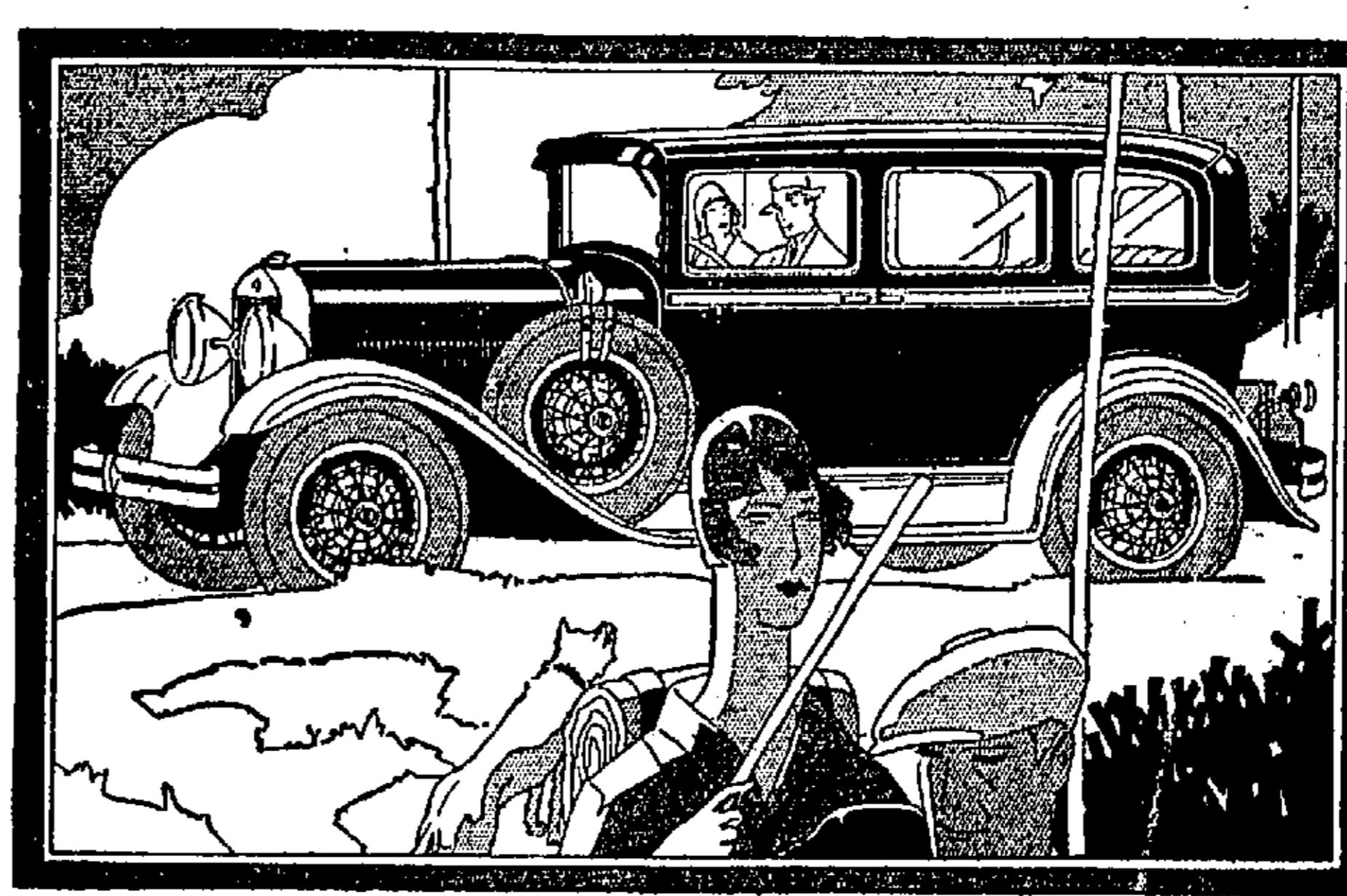
We quite realise, says "The Commercial Motor," that, so far as the coaching industry is concerned, the trade is, to a great extent, a seasonal one. It is necessary to pick the plums while they are ripe, and, for this reason, vehicles which may be idle all the winter are working practically night and day during the spring and summer months. The human being, however, is not a piece of mechanism; he is not capable of working in this manner, although, apparently he is sometimes expected to do so.

We know of instances where one driver has had to make two return journeys between London and Bournemouth as his "day's" work. Admittedly, the modern coach is much easier to drive than the older classes of vehicle, but how many people would like to drive even a private car—without the same responsibility—for journeys such as this?

BUSINESS OPPORTUNITY.

C **CLASSIFIED** Advertisements, set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or 'Phone C. 4641.

Another year of triumph for Studebaker's ERSKINE SIX



STUDEBAKER'S NEW ERSKINE SIX ROYAL SEDAN — Six wire wheels and folding luggage grid included.

LAST YEAR motorists invested more than £7,000,000 in new Erskine Sixes! Thus the world enthusiastically approves this Studebaker car which won the championship of its low priced class by racing 1,000 miles in 984 minutes. This steadily growing popularity is proof of the desirability of a high quality six at moderate cost, built to Studebaker's quality standards. A family car with the roomy, hydraulically cushioned comfort of expensive automobiles. Studebaker's engineering genius gave the thrill and satisfaction of championship performance to this Erskine, noted for its economy of petrol and lubricant. Come see the beauty of this new Erskine Six and see the Studebaker-built champion car you will want to own.

Studebaker's Four Lines
[Studebaker builds four great lines of cars—The President Eight (80,000 miles in 14,112 minutes); The Commander Eight; The Director (60,000 miles in 4761 minutes); The Erskine (1000 miles in 935 minutes). Each is backed by Studebaker's 12-month guarantee.]

Prices Range from H.K.\$2,320 to H.K.\$6,140.

A stock model
Erskine Six Royal Sedan,
as illustrated above...recently defeated a field of
120 American and Continental cars in a difficult
1103-kilometer run between Warsaw and Lodz,
Poland. This competition was supervised by the
Automobile Club of Lodz.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central
Tel. Central 4759.

A THIRD HAND?

**Direction Indicator
For Motorists**

LOCAL POLICE APPROVES

Hand signalling would meet every requirement of the motorists if he had three hands and if it never grew dark.

It is when you have to steer with one hand, change gear with the other that you will find how difficult, nay impossible, to indicate to the policeman which way you want to go. You then realize that two hands are not sufficient.

Then again, in the dark you realize how futile it is to thrust out a hand which cannot be seen. It is in my mind to open windows and thrust out hands in wet weather; it is neither convenient for the driver nor the passengers specially in saloons.

Hand signalling certainly does not meet every case motorists need something more, something definite. They need a simple and reliable direction indicator which will function on the instant and never give cause for complaint. Also an indicator which can be seen at night.

The essential function of the indicator must be to the motorists a third hand. It must act quickly and effectively. It must fulfil its purpose under all conditions and there must be no doubt about its effectiveness.

The B & S. "Ex" way indicator is a work of art. It is the best signalling device on the market, and the local Police have approved of it. Before long we may see that every car in the Colony will be equipped with one.

What It Is

Its construction is very simple consisting of an aluminium arrow with clear glassed windows illuminated when in a signalling position only by an electric bulb inside.

It is operated with a dial-like movement and is capable of indicating every direction to the front and all necessary directions to the rear, and is controlled by a single lever in a convenient position inside the car.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone C. 4641.

The movement of the lever and the arrow are synchronised so that the motorist does not need to look where the arrow is pointing. If the control lever is up so is the arrow. The lever and the arrow must work together and there is nothing to get out of order. The lever automatically stops at each signalling position. Immediately the arrow comes to a direction position it is illuminated by a positively operated switch which is also designed to give free service.

Water, Rust and Dirt Proof

The arrow and exterior parts are made of aluminium and are waterproof, rust proof and dirt-proof. The arrow can be quickly taken apart to allow a new bulb to be fitted when that becomes necessary. The bulb is lighted from the car battery or a separate battery as desired. All cables are totally enclosed and do not move at all. Only the arrow and control lever move, there is therefore no fear of fracture or failure.

The arrow fitting attaches to the top of the wind-screen side-pillar and in a position slightly in front of the wipers; this gives it greater prominence.

When desired a mirror can be combined with the fitting so doing away with too many attachments, but an ordinary mirror can be fitted without in any way interfering with the indicator or obstructing the driver's vision.

The whole contrivance is wonderfully simple and lasts as long as the car. There is nothing to go wrong and moving parts are absolutely a minimum necessary for such a device.

You can get a B & S. Every way Indicator equipped at the Republic Motor Company 32, Des Voeux Road Central.

AN INSPECTION**Oldsmobile Factories
in U.S.A.****COMMERCIAL CAR****Difference in Layout of
Brake System****A GREAT IMPROVEMENT**

It is particularly interesting to study the striking difference which has occurred during the past few years in the layout of the braking system on the majority of our commercial chassis, and especially in connection with those utilizing four-wheel brakes.

Only a short time ago states "The Commercial Motor," the systems were, in many cases, most complicated, involving several cross-shafts, relays, rocking levers and many types of compensating device—some extremely crude. The provision made for adjustment was often quite unsatisfactory, many almost inaccessible points had to be lubricated and the cross-shafts were mounted in straight and rigidly held bearings which caused binding when any considerable frame flexion occurred.

Now, in nearly every chassis, the layout includes a single cross-shaft of ample dimensions mounted in spherical bearings and with the front and rear rods running direct to the brake-opening cams, in most cases these rods being unbroken and having no relay levers.

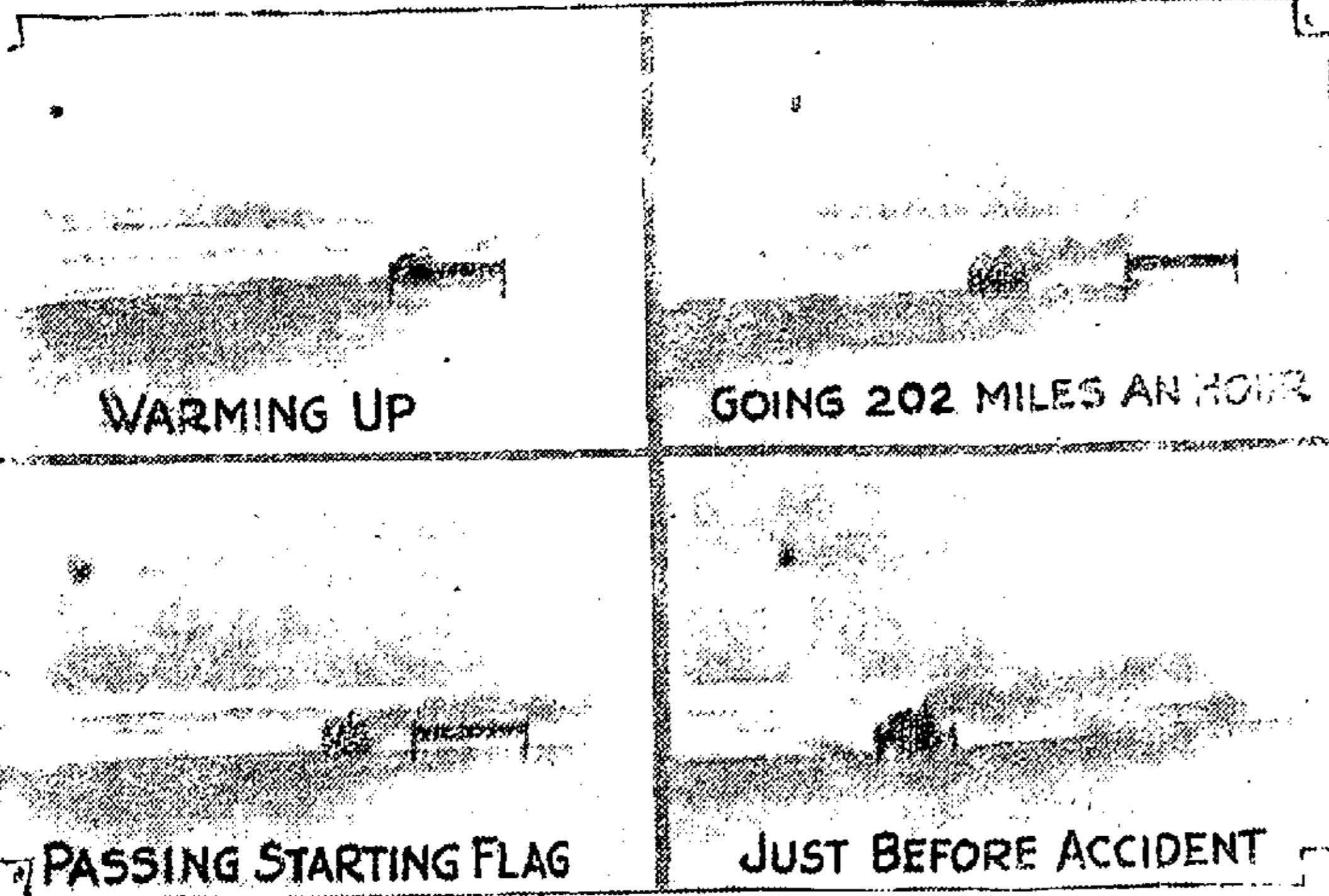
Robot Traffic Controllers

Warning signals and mechanical traffic controlling devices are being adopted in increasing numbers all over the world, says "The Light Car and Cyclecar," in pointing out that even in Japan the point-duty constable is giving place to robot-traffic controllers. The most recent installation of this kind in England takes the form of a flashing beacon at a dangerous cross-roads on the Southend arterial road, whilst Coventry is one of a number of big cities employing electrical point-duty "constables."

(Continued from previous Column)

Scotland, Australia, and South Africa, South America and the Orient. Regardless of the location of their home all had a common interest in viewing the manufacturing methods which, by combining precision and quantity production, have brought automobiles within the reach of all.

The many inspection operations, in which micrometer indicators are used to measure as fine as a ten-thousandth of an inch, vie with the giant presses and grinding machines in public interest. The assembly lines, where each part, large and small, is fitted into its preordained niche also proved popular with the visitors.

Camera Record of Last Race of Courageous Mechanic

Four remarkable photos made by Charles Traub, the courageous cameraman who lost his life when he stationed himself at the highest vantage point of the Daytona Beach, Fla., race course—directly in the tracks of the fatal "Bible" car!



With the eternal confidence of youth, Lee Bible, smilingly, stepped into death. Little dreaming that the grim spectre of death stalked in his wake, Charles Traub, Pathé News cameraman, poised to "shoot" one of the struck and instantly killed by the fatal speed car.

his triplex car just before the fatal blow. Pato don't a double blow when best pictures of his career, was

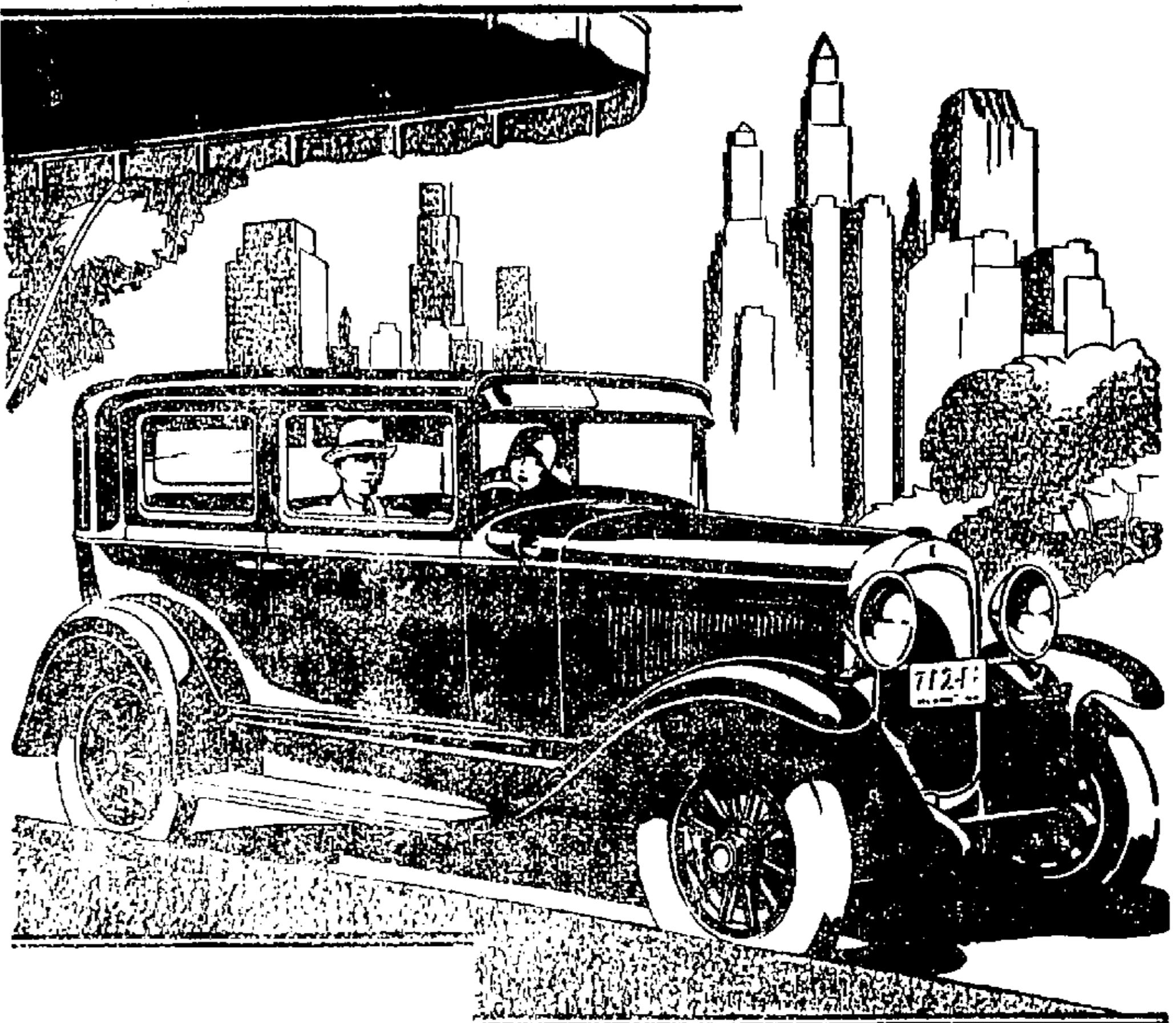
TOURER ... \$1,590

ROADSTER ... \$1,695

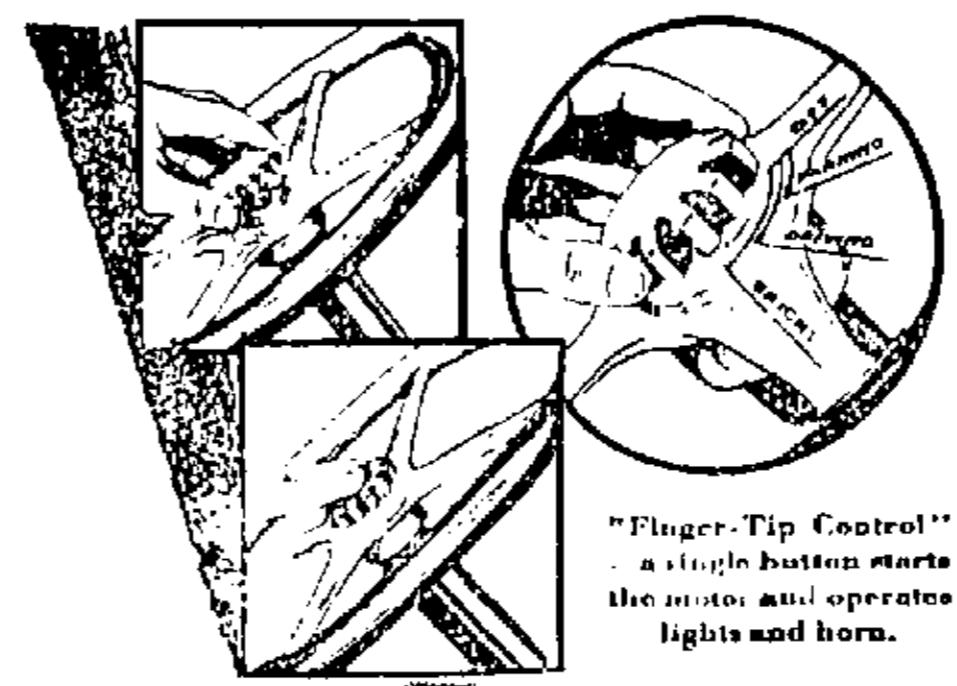
COACH ... \$1,950

COUPE ... \$1,950

SEDAN ... \$2,080



The New SUPERIOR WHIPPET SIX has a wealth of costly car features



Long, graceful body lines indicate speed—higher radiator and hood indicate power—and the beauty of design, harmony of colour and finish give the impression of a high priced car—yet the Superior Whippet is one of the lowest priced sixes on the market.

The Whippet Six has long been credited with having brought costly car engineering practice to the light Six field—and in advanced mechanical features, this new Superior Whippet Six increases its lead still further.

A new higher compression engine gives greater power, higher speed and faster pick-up. A completely re-designed steering gear makes the car handle more easily than ever. Other costly car features include 7-bearing crankshaft, silent timing chain, Invar-Strut pistons and full force-feed lubrication.

Let your nearest Willys-Overland dealer demonstrate how these features not only insure brilliant performance but economical cost of upkeep.

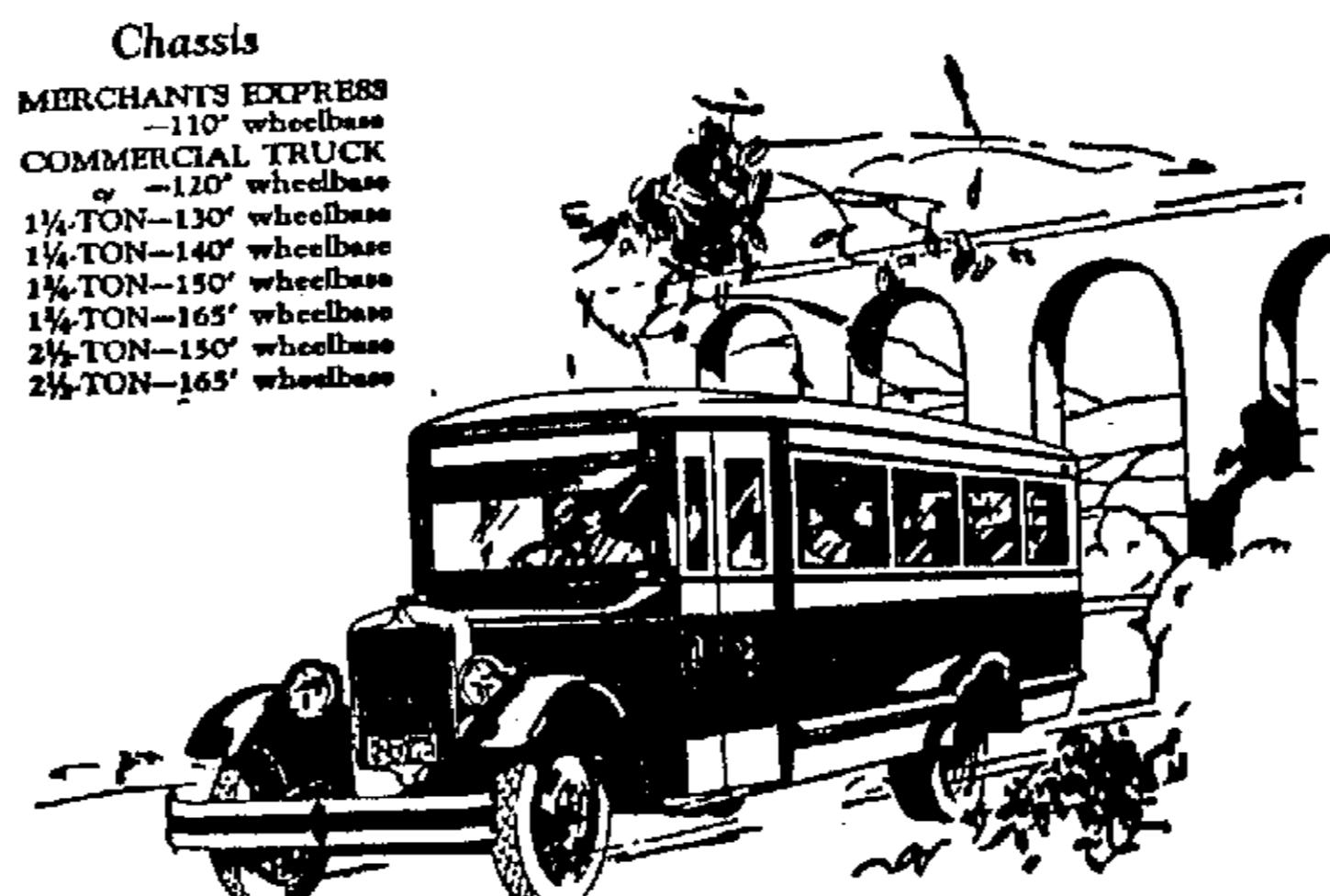
LOWER COST OF OPERATION

THE NEW SUPERIOR WHIPPET 6

(All prices and specifications subject to change without notice.)

Agents:
Messrs. Gilman & Co., Ltd.
Telephone C. 290.
4A Des Voeux Road, Central.

Garage and Service Station:
Messrs. Duro Motor Co., Ltd.
Telephone K. 226.
123 Nathan Road, Kowloon.

WILLYS-OVERLAND FINE MOTOR CARS**IMPORTANT ANNOUNCEMENT.**

GRAHAM BROTHERS TRUCKS AND BUSES WILL IN FUTURE TAKE THE NAME OF THEIR MAKERS

DODGE BROTHERS.

The first shipment of trucks bearing the new name has arrived and may be seen at our showroom.

Trial Cordially Invited

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road, Central,
Telephone C. 5644.



As good
as New—

Let us renew the original beauty of
your car with an expertly applied
DUCO finish job. Then she'll look
as good as new.

Full particulars from
THE REPUBLIC MOTOR CO. OF CHINA.
30-32 Des Voeux Road C.
Telephone C. 1219 & C. 6252.

CAR INDUSTRY

Flourishing Conditions in Canada

RECORDS SURPASSED

The flourishing condition of the automobile industry in Canada during the calendar year 1928 is reflected in figures just issued by the Dominion Bureau of Statistics which show that production of automobiles during that period reached a new record of 242,382 cars having a sales value f.o.b. plant, \$151,826,338. This output was 18 per cent greater in number and 24 per cent higher in value than in 1926, the next best year, when 204,727 cars valued at \$122,629,637 were made. In 1927, the Bureau points out, production totalled 179,054 cars valued at \$115,904,228.

Highest on Record

Compared with data for the previous year, figures for 1928 show that the number of cars made available for use in Canada was the highest on record, and that the number of cars imported and the number exported also reached new high levels. Imports for the year totalled 47,408 cars, an increase of 29 per cent over the corresponding figure of 36,630 cars in 1927, and exports numbered 79,856 cars or 38 per cent more than the total of 57,852 cars shipped in the previous year.

Great Increase

The apparent consumption of motor cars in Canada in 1928 was 210,035, a figure which compares with 157,832 cars in 1927 and 158,577 cars for 1926. During the year under review one new car was made available for every 46 persons in the Dominion. Registration statistics, the Bureau points out, are not yet available for 1928 but in 1927 they show that one car was in use for every 10 persons in Canada.

MOTOR-CYCLES

British Acknowledged As Best

All the world acknowledges that the British motorcycle is the best. It is also a fact that the success of the British motorcycle industry must depend on exports.

Our vast factories can produce far more machines than are required in Britain alone, and unless we can find an extensive overseas outlet, production must be hampered and retail prices, therefore, increased. Happily, there is every indication that the export trade is in a healthy condition.

One of the largest Swedish firms, for instance, who previously handled a well-known American make only, have just placed contracts for a large supply of British Dunelt machines, two-stroke and four-stroke.

Though Sweden's population is small, it is an excellent market, for its inhabitants are enthusiastic motor-cyclists.

Many of them own motorcycles in addition to cars, and ride their two-wheelers for both business and pleasure.

The road surface there are generally bad, and for a machine to be successful it must be very sturdily built.

Before placing their orders for Dunelts, the dealers there subjected them to extremely severe tests extending over a number of months. The British machines emerged successfully in every way.

CORRESPONDENCE

Motoring in Hong Kong

To the Editor of "Sunday Herald."

Sir—The motoring problem in Hong Kong, as in all places where East and West, 10th century and 20th century rub shoulders, as it were, is admittedly a very difficult one.

Still, with energetic and constructive assistance on the part of the authorities great improvements could be rapidly effected.

It should be realized that the manipulation of a car, (as apart from the mere guiding of it which is easy) in traffic, on hills, at crossings, is by no means the simple matter (except to the experts) that it appears to the man who has never sat behind a wheel and all rules and regulations should be designed and executed with the fact in mind.

(1) Confusing, irritating and worrying signals like the blinking beam on and Gordon Road roulette whirling should be replaced by something useful, helpful and sensible.

(2) Traffic policemen should work in short shifts so as to be fresh and alert to anticipate, rather than have to be awakened to their duties, riding in all cases the right of way to uphill traffic, so saving gear changing and subsequent long, noisy, vexatious pull in low. As I worked at present these signals, while they may prevent accidents, are a great hindrance to the free, smooth and even flow of traffic.

(3) Considering the tortuous and hilly nature of Hong Kong roads, it should be reckoned a very serious offence for noisy, heavy, lumbering trucks and buses to hold the crown of the road against all attempts of an overtaking vehicle to pass. Non-use of the mirrors should be punishable. Attention to important details like these, rather than to pécialités like tooting, would soon cause a vast improvement.

Yours, etc.,
"Epaldet"

TRAFFIC REFORM

Mechanical Recording of Noises

R.A.F. SUGGESTIONS

A new "legal code of the road" was recommended by the Royal Automobile Club in submitting prepared evidence to the Royal Commission on Traffic at the House of Lords.

"It is essential that drivers should disclose in advance their intended movements to the traffic behind by signalling," the R.A.C. urged. "At present this is governed by custom, but the custom should be reinforced by inclusion in an official and legal code."

"As between drunken drivers of motorcars and drunken drivers of horse vehicles the law is different. It should be the same, as the consequences in either case can be far-reaching."

"The custom of driving on the left should be made a legal obligation."

Standard Signs

"Should special regulations be introduced to distinguish between dangerous driving and careless driving, then such regulations should apply to all vehicles."

"We suggest, further, that a central body should be created to standardise all such matters as guide-posts, direction signs, code of conduct on the road, white lines, etc."

"At present these differ in different parts of the country. Some of the old-fashioned signs are no longer effective."

"The Club opposes compulsory third-party insurance, because compulsory insurance of car drivers only is tantamount to proclaiming motorists as always the offenders, and saying that they should always pay and that in advance."

"Examination in ability to drive in the technical sense is useless as an index to ability to drive safely on the road. This is almost entirely conditioned by road sense, and that can only be cultivated by experiencing the use of the road."

Speed Limit Opposed

"In the matter of noise the Ministry of Transport should be empowered to produce instruments to record the magnitude of noise emitted by a vehicle."

"At present evidence of noise rests on the evidence of witness. This should be replaced by mechanical recording."

"Any general speed limit for motorists is objectionable. Speed is entirely a good to be sought, and any legislation should be directed against the attendant circumstances when they are evil."

COMFORT IN THE SADDLE

The best riding position is, of course, only to be found by experiment and equally true is the fact, says "Motor Cycling," that a number of motorcyclists, on taking delivery of a new mount, proceed to ride it without making any attempt to improve their comfort or the controllability of the machine.

All long-distance speedmen spend quite a considerable amount of time in adjusting handlebars, footrests, knee-grips and saddles, with view to their personal comfort, for in a long, gruelling event, even the smallest details, which at the beginning of a ride rank only as negligible discomforts or maybe, do not at first give any evidence of themselves whatsoever, become magnified out of all proportion after a few

NICE DISTINCTION

Motorist "Mechanically Drunk"

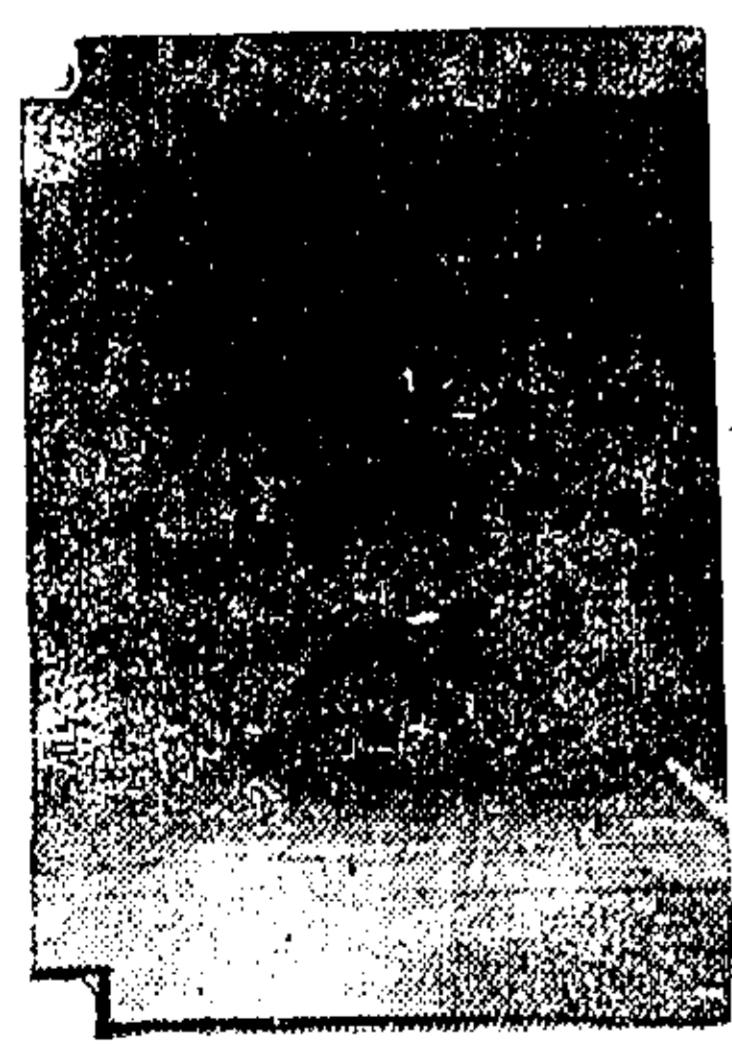
The art of euphemism and the ability to express a fine shade of meaning are generally regarded as the perquisites of diplomats, politicians, and writers of fiction. It is unusual to find a police surgeon, in the humid routine of the court, choosing his words with that meticulous care which he would employ with his lines in the operating theatre.

Giving his considered opinion at the hearing in the case of a motorist charged with driving drunk in entry of his car, the police surgeon announced, "He was not socially intoxicated, but mechanically drunk."

The phrase must have gone far to soothe the feelings of the convicted man, who was ordered to pay £20. Indeed, it was quite worth while, for this small sum for the privilege of going down to history as the person to inspire so delightful a verbal distinction.

Had he merely "socially intoxicated," one can merely tremble at the fate which might have overtaken him. "Mechanically drunk," it is evident, describes a far less heinous offence, and will swiftly become a term to conjure with by those unfortunate motorists who slip—or stagger—into the arms of the law.—"Morning Post."

Pedestrians Need Signal Lights



Man in dark clothing
No highway lighting
Headlights burning
Man not visible



Man in light clothing
No highway lighting
Headlights burning
Man barely visible



Man in dark clothing
With highway lighting
Headlights burning
Man clearly visible

After-dark tests of street lighting specialists of the General Electric Company have determined that pedestrians are almost invisible to motorists upon unlighted roads, even with automobile headlights playing full upon them unless the pedestrians wear white clothes. Now you can't wear white all the time, so your chances of being hit are good.

In the first of three experiments a man in dark clothes stood about a hundred feet in front of an automobile. The man could not be seen from the car and in the ordinary course of

events he would not be discovered by the motorist until the latter was so close to him that only a very sudden stop would prevent him from being run over.

In the second experiment a man wearing light-coloured clothes and holding a white handkerchief stood at the same distance and could be made out in plenty of time for the automobile to avoid him, and the white handkerchief was particularly easy to pick out.

In the third experiment the highway lights were turned on and the pedestrian, wearing dark clothes, was vividly revealed in silhouette against the glow of the lights.

The obvious conclusion reached by the lighting specialists was that in only two ways can a motorist discern pedestrians upon highways at a distance after dark. They can be seen if they wear light-coloured clothes, preferably all-white clothes, or if the highway has adequate highway lights.

So when you're walking in the country either dress for the occasion or carry some convenient signal or other such as a red lantern or maybe a nice little white flag. It is getting no one little walk around at night now without being nudged off the street by some passing auto, so buy a car and do your own nudging.

China Buildings (3rd Floor). Tel. C. 2221.

FIAT GARAGE DEPOT.

67, Des Voeux Road C. Tel. C. 4821.

THE WORLD'S FAVOURITE TRUCK.

Chevrolet has grown to be the world's greatest producer of trucks by mere chance or accident. Its leadership is due to giving truck buyers the best combination of the Ten Things a Truck Should Have.



Day after day, month after month, the sun is always rising on Chevrolet trucks in every country of the world hauling wide and varied kinds of merchandise with unfailing dependability. Whether in China or Chile, Sweden or Australia, Chevrolet trucks are rendering their owners the type of performance that assures a profitable investment for the owner.

You know the Ten Truck Requirements—let us show you how Chevrolet best suits your particular need.

PRICE OF 1 1/2 TON CHASSIS COMPLETE

H.K. \$1,510.

for Economical Transportation



A Six in the price range of the four

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4759.

MICHELIN

READ THIS!—It will convince you of the
Reliability of Michelin Tyres.

One of our customers writes No doubt it will interest you to know what I think about your "Michelin" Tyres. As you will recollect I bought a Fiat (M 509) Car from you fitted with these Tyres (size 720 x 120) and after having run for about 8000 miles I cannot speak too highly of them I have never had any trouble with these tyres; there has been no puncture up to date and it was never necessary to use the spare tyre

Original of this letter can be seen at any time in our office upon application.

ALL SIZES IN STOCK.

A. GOEKE & CO., DISTRIBUTORS.

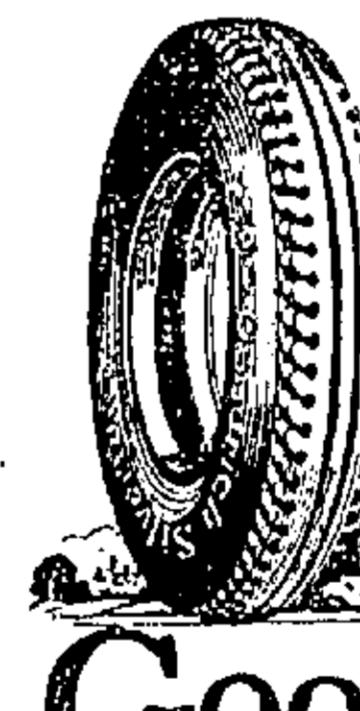
China Buildings (3rd Floor). Tel. C. 2221.

FIAT GARAGE DEPOT.

67, Des Voeux Road C. Tel. C. 4821.

A mighty tough test of

Goodrich Silvertowns



Goodrich Silvertowns

"Best in the Long Run"

SOLE AGENTS.

UNIVERSAL MOTOR & SUPPLY CO.

22, Queen's Road Central

Telephone No. C. 4915.

ALL SORTS OF MOTOR ACCESSORIES ALSO IN STOCK.

Sole Agent in South China for:

BROCKWAY MOTOR TRUCKS

and

BUSES

Beam-Lite
Auto Bulbs

Hartford
Batteries

THE ASIATIC AMERICAN CO.

OFFICE:
48, Stanley Street.
Tel. C. 244.

SHOW ROOM:
11, Queen's Road, E.
Tel. C. 576.

by spending an hour or so in the garage making use of the sundry adjustment points provided by the manufacturers of the machine.

It is wise not to rest content with the first efforts, for by occasionally experimenting it often happens that what previously appeared to be the best obtainable combination of adjustments can subsequently be improved upon.

BUYERS' GUIDE

MOTOR CARS

ARMSTRONG SIDDELEY, Hongkong Hotel Garage, Queen's Road, C.4759.
BEAN Lane, Crawford, Ltd.
BUICK The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
CADILLAC Hongkong Hotel Garage, Queen's Rd., C.4759.
CHANDLER The Asiatic American Co., 11, Queen's Road East, Tel. C. 575.
CHEVROLET Hongkong Hotel Garage, Queen's Road, C.4759.
CHRYSLER MOTOR CARS, Republic Motor Co. of China, 30-32, Des Voeux Road C, Tel. C. 1216 & 6252.
CLYNO Lane, Crawford, Ltd.
DE SOTO MOTOR CARS, Republic Motor Co. of China, 30-32, Des Voeux Road C, Tel. C. 1216 & 6252.
DODGE South China Motor Car Co., 33, Des Voeux Rd, C. Tel. C. 5644.
FIAT Soc Italia Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.
FORD Wallace Harper & Co., Ltd.
GUY MOTOR PASSENGER BUSSES, Republic Motor Co. of China, 30-32, Des Voeux Road C, Tel. C. 1216 & 6252.
HILLMAN Lane, Crawford, Ltd.
HUMBER Lane, Crawford, Ltd.
MORRIS Hongkong Hotel Garage, Queen's Road, C.4759.
OAKLAND Lane, Crawford, Ltd.
GLDSMOBILE The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
PACKARD The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
PACKARD MOTOR CARS, Republic Motor Co. of China, 30-32, Des Voeux Road C, Tel. C.1216 & 6252.
PLYMOUTH MOTOR CARS, Republic Motor Co. of China, 30-32, Des Voeux Road C, Tel. C. 1216 & 6252.
PONTIAC Lane, Crawford, Ltd.
ROLLS ROYCE Hongkong Hotel Garage, Queen's Road, C.4759.
STUDEBAKER Hongkong Hotel Garage, Queen's Road, C.4759.
VAUXHALL Lane, Crawford, Ltd.
WHIPPET Gilman & Co., Ltd., Des Voeux Road Central.
WILLYS KNIGHT Gilman & Co., Ltd., Des Voeux Road Central.

MOTOR TRUCKS AND TRACTORS.

ROCKWAY MOTOR TRUCKS The Asiatic American Co., 48, Stanley Street, Tel. C. 2411.
BEAN Lane, Crawford, Ltd.
CHEVROLET Hongkong Hotel Garage, Queen's Road, C.4759.
FARO MOTOR TRUCKS Republic Motor Co. of China, 30-32, Des Voeux Road C, Tel. C.1216 & 6252.
FEDERAL TRUCKS Kin Cheong Hong, 37, Connaught Road C, Tel. C. 6.
FIAT Soc Italia Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.
FORD TRUCK Wallace Harper & Co., Ltd.
FORDSON TRACTOR Wallace Harper & Co., Ltd.
G.M.C. The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C.1247.
GRAHAM South China Motor Car Co., 33, Des Voeux Rd, C. Tel. C. 5644.
GUY A. Lung & Co., 19, Queen's Rd, C. Tel. C. 1219.
MORRIS Hongkong Hotel Garage, Queen's Road, C.4759.
REO MOTOR TRUCKS Republic Motor Co. of China, 30-32, Des Voeux Road C, Tel. C. 1216 & 6252.
SPA Soc Italia Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C.2221.
STUDEBAKER Hongkong Hotel Garage, Queen's Road, C.4759.
WILLYS KNIGHT TRUCKS Gilman & Co., Ltd., Des Voeux Rd. Central.

MOTOR CYCLES

B.S.A. The Societe Co., Ltd., Des Voeux Road, C.1067.
HARLEY DAVIDSON Gasmotor Co., 2, Kwong Wah Road, Kowloon, K.1242.
HUMBLE Lane, Crawford, Ltd.
MONET GOYON French Motor Cycle Co., 46, Nathan Road, Kowloon.
NEW HUDSON-A. Lung & Co., 19, Queen's Road C, Tel. C. 1219.
NEW HUDSON MOTOR CYCLES Republic Motor Co. of China, 30-32, Des Voeux Road C, Tel. C. 1216 & 6252.
RALEIGH A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
RALEIGH MOTOR CYCLES Republic Motor Co. of China, 30-32, Des Voeux Road C, Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES Republic Motor Co. of China, 30-32, Des Voeux Road C, Tel. C. 1216 & 6252.
TYRES AND ACCESSORIES

ACCESSORIES Hongkong Hotel Garage, Queen's Road, C.4759.
ACCESSORIES South China Motor Car Co., 33, Des Voeux Rd, C. Tel. C. 5644.
ACCESSORIES Universal Motor & Supply Co., 22, Queen's Rd, C. Tel. C. 4915.
FIRESTONE TYRES The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, C.1247.
GOODRICH TYRES Universal Motor & Supply Co., 22, Queen's Road C, Tel. C. 4915.
MICHELIN TYRES A. Lung & Co., China Building C. 2221.
MILLER RUBBER TYRES AND TUBES Republic Motor Co. of China, 30-32, Des Voeux Road C, Tel. C. 1216 & 6252.

To the Victor Belong the Spoils



The first to greet Major H. O. D. Segrave, after speeding along Daytona Beach at 231.8 miles per hour, was "Mrs." Below is shown a glimpse of the racer speeding down the course when he set the record.

RACER BEATEN

Calais to Paris on the Footplate

187 MILES IN 185 MINUTES

Through the courtesy of the Chief Engineer of the Nord Railway of France I have just covered 187 miles in 185 minutes on the footplate of the Super-Pacific locomotive which draws the Golden Arrow train from Calais to Paris, writes a "Morning Post" Special representative.

This run, which is among the fastest in the world, provides a thrill which no aeroplane or motor-car can give. Thousands of Englishmen are carried to Paris every week by this famous train, but apart from noticing how the crockery is apt to leave the table during the steep curve near Amiens, few can have any idea of what it feels like to be travelling in the "cab" as the 500 tons Super-Pacific thunders along the track.

M. Collin, Chief Engineer of the Nord, had warned me to wear dungarees and a pair of aeroplane goggles. I was soon to thank him for his foresight. At Calais I was introduced to the driver and his fireman, and was told to climb up the five steps leading to the "cab," and take my stand immediately behind the driver with my back to a rail, behind which were four tons of neatly stacked briquettes. On the opposite side stood Divisional Inspector Terby, who was to explain the journey to me as we went along.

Rising Speed

When the last passenger had taken his seat in the Pullmans behind, we glided out of Calais Maritime Station, threading our way through the uneven tracks that lie between the harbour and the town.

Almost immediately afterwards the needle of the speedometer began rising—40, 60, 80, 100 kilometres an hour. I clung to the outer rail with one hand, and to the grid behind me with the other. The footplates on which I stood began an uneven dance, the roar of the engine deafened my ears, and as I looked down to the ground some fifteen feet below, fear caused a cold shiver to run down my back. Forty-five kilometres from Calais to Boulogne. It was just before Boulogne that I got my first real thrill. Round a curve and through a tunnel as the speedometer was flickering round 110 kilometres an hour.

Soot and grit rushed across my face. Flames from the furnace curled round the holes in the ventilator, lighting up the grimy faces of my three companions, and then four of the harshest whistles I have ever heard that nearly burst my ear drums and left a medley of dying vibrations as we shot into Boulogne station, rattled across points and thundered round a bend until I was convinced that we were about to crash into a wall. Twenty miles of uneven sand dunes on either side of us during our run towards Staples where our speed declined to take the curve here, and then, as if in honour to the great military cemetery, we were brought almost to a standstill by a signal raised against us.

75 Miles an Hour

But five minutes later the speedometer was back to 120 kilometres (about 75 m.p.h.). Ahead of us along the platform of the little halt of Rue, a peasant woman with a black knitted shawl thrown across her shoulders was running up the platform for all she was worth. It seemed as if she was trying to get to Paris before us, but with a terrifying shriek we rushed past her, and the rush of wind blew her long skirt round her legs. Then we followed the road to our right and a 40 h.p. car was racing ahead. We passed it with nonchalant strides, and those 75 miles an hour along a track as straight as a die seemed to have dwindled into a mere thirty.

Ariens, with its criss-cross of permanent way, was bewildering to a novice like myself, but Creil more so, for we went through it quicker. "It took us 44 minutes to do those fifty miles," the driver shouted at me, but he had to repeat it three times before I could hear him. A Blue Train flashed past us in the opposite direction. The speed between our own and this train was something like 150 miles an hour, and the tremendous buffet of wind almost caused me to lose my hold, but the driver was busy lighting the end of a cigarette with a piece of rope he had thrust into the furnace door. It had ceased to hold any terror for him. Up the gradient to Chantilly, over the aqueduct, where one looks down on the forest as if from an aeroplane, and down the slope into Paris—with the innumerable goods yards on either side, and the scores of stationary engines and empty restaurant cars. Then, as the Paris "A" box came into sight, and the needle registered barely 30 kilometres, we seemed to be crawling. One felt one could jump out at that speed, and it was easy to picture how any but the most experienced driver can cause disaster through a moment's lack of judgment.

(Continued at foot of next Column.)

THE MOTOR CYCLE

Its Utility and Unparalleled Usefulness

VARIETY OF SERVICE

The motor-cycle is an instrument of almost unparalleled usefulness. Its purchaser gets for his money more service, and a greater variety of service, than is likely to be found in any other vehicle of transport. And transport as we have often been reminded, is civilization.

Vehicle of Transport
It is a vehicle of transport that the motor-cycle primarily exists. Before its day the value of the bicycle had been firmly established, and with the development of the internal-combustion engine it was natural that its employment would increase enormously the range of the tourist and the convenience and comfort of the man or woman who cycled on business errands. With that idea the motor-cycle was born, and despite many and serious setbacks, even before the period of the Great War, it was a thoroughly practical vehicle for daily use as well as for long-distance travel. Even at that time Motor Cycling was conducting a constant campaign in the interests of the utility mount, and that effort, as our readers know, lately produced particularly noteworthy results.

Not A Dream

The utility machine is no dream of the future; motor-cycles are marketed to-day in many forms and at varying prices, that meet the requirements of Mr. Everyman "who wants to be able to get about" but who possesses neither an aptitude for mechanics nor an inclination towards any particular branch of sport.

EXPORTS EXPAND

British Cycles Going Ahead

Official Statistics for the year ended December 31, 1928, have recently been issued and disclose a further expansion of exports of British Cycles and Motor Cycles.

Such statistics separate motor cycles from motor cycle parts and complete bicycles from various classes of cycle parts. Tyres are excluded from the figures which are discussed.

From the statistics in question it would appear that the total value of exports of British Cycle and Motor Cycle products to the various markets of the World amounted to £6,901,800 for the year ended December 31, 1928, as compared with £5,888,364 for the year ended December 31, 1927.

These figures may now be analysed as follows:

	1927	Value £
Motor Cycles	2,142,172	
Motor Cycle Parts	917,736	
Cycles	1,189,455	
Cycle Parts	1,639,001	
Grand Total	£5,888,364	
	1928	Value £
Motor Cycles	2,620,261	
Motor Cycle Parts	1,265,714	
Cycles	1,357,862	
Cycle Parts	1,757,965	
Grand Total	£6,901,800	

It is also interesting to observe the trend of trade between Great Britain and the various principal British Possessions and for this purpose, an analysis of the numbers of cycles and motor cycles is given:

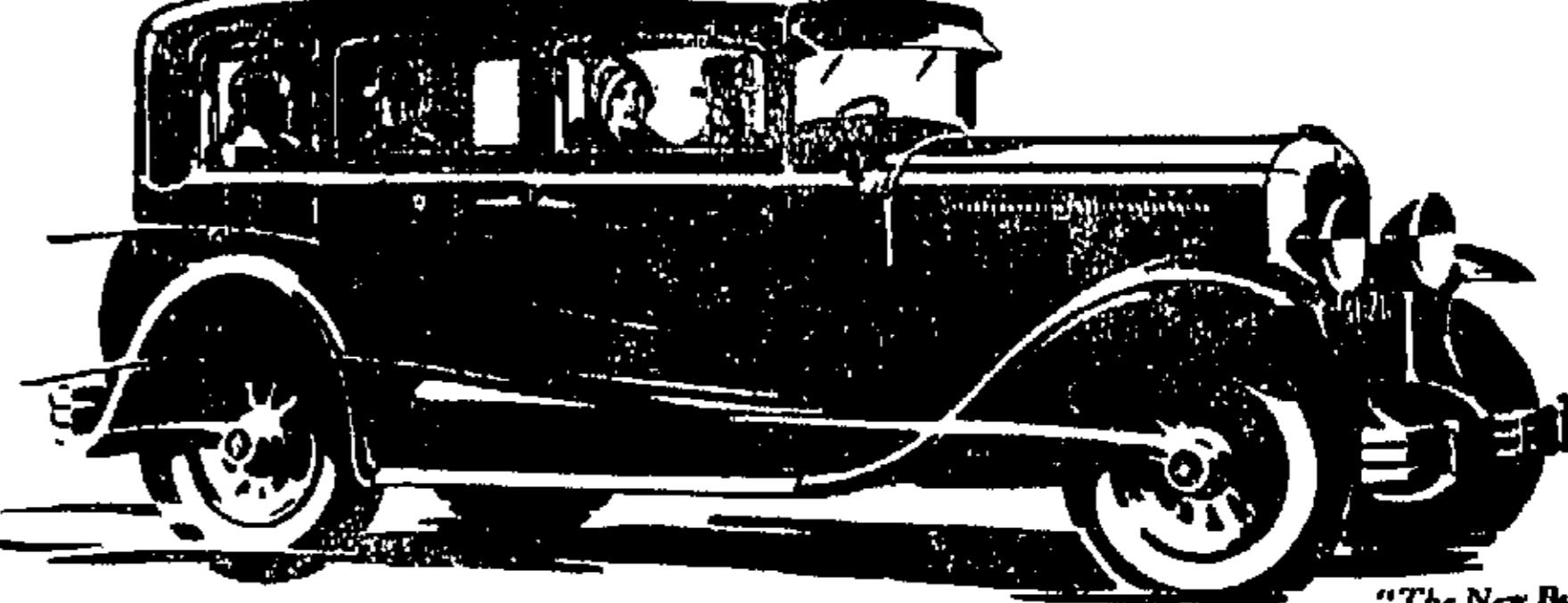
	Cycles	1927	1928
Australia	2,582	2,587	
India	102,805	126,826	
New Zealand	7,879	13,137	
*South Africa	11,840	13,387	
British East Africa	5,462	7,692	
Federated Malay States	1,242	1,651	
* Including Northern and Southern Rhodesia.			
Motor Cycles		1928	
Australia	9,503	8,724	
India	2,119	1,902	
New Zealand	3,186	2,748	
*South Africa	7,028	6,483	
British East Africa	684	432	
Federated Malay States	398	234	
* Including Northern and Southern Rhodesia.			
Motor Cycles		1927	1928
Australia	189,372		
South Africa	153,524		
New Zealand	67,710		
India	238,481		
Motor Cycle Parts		1927	1928
Australia	80,499		
South Africa	61,423		
New Zealand	21,826		
India	23,908		

Detailed figures of imports into the various Dominions are not yet available for 1928, but comparing British exports to these Dominions as compared with foreign exports for the last available period, the comparison is as follows:

Cycle Parts	1927—Value £	1928—Value £
Australia	9,629	2,843
New Zealand	6,180	655
South Africa	7,028	1,030
India	2,119	115

Cycles
British Foreign
Australia ... 2,902 5
New Zealand 7,879 2
South Africa 11,840 5
India ... 102,805 450

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and Get the facts!



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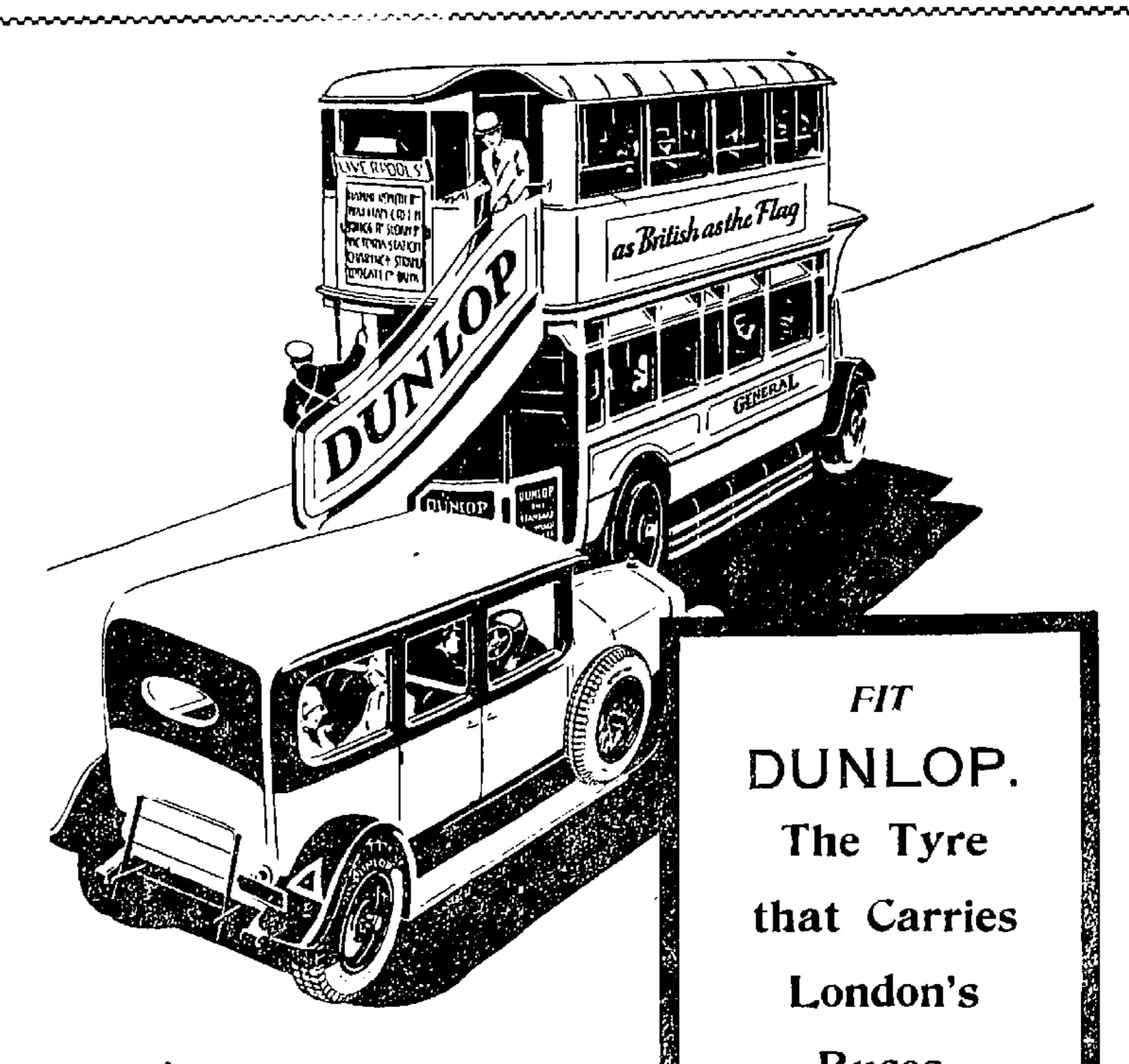
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33, Wong Nei Chung Road, Happy Valley

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FIT DUNLOP.
The Tyre
that Carries
London's
Buses.

(Continued from previous Column)

AIRMAN'S ENGINE

Success of Italian Commander

Turin, Jan. 26.
The Presidents and delegates of the sections of the International League of Aviators met in Paris to elect the airman who has earned the qualification during 1928 of "the best" and who would be awarded the "Clifford Harmon International Trophy." The two previous holders of the Trophy were Lindbergh and Pelleter d'Oisy.

By a majority vote Commander Arthur Ferrarin of the Italian Royal Air Force was chosen for this international honour for 1928 on the following grounds:

"Commander Arthur Ferrarin, during 1928 broke the world's records for distance and duration over a closed circuit in the company of Commander del Prete.

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Hongkong Sunday Herald.

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DISARMAMENT

Germany And Trained Reserves

VIEWS ON CONSCRIPTION

Geneva, Yesterday. Before the Disarmament Committee Count Bernstorff announced that Germany would insist upon trained reserves being taken into account in any international disarmament convention. Germany was willing to abandon the insistence of the abolition of conscription but claimed that trained reserves should be estimated not by numbers but by their value.

Germany's Primary Interest

No convention (added Bernstorff) would be acceptable unless it provided for a marked reduction in armaments and trained reserves. This was of primary interest to Germany, which was prohibited from maintaining such reserves.

The opinion was expressed that a method would be found by which they could be taken into account if the concession were made by which sides. It was urged that the convention should ignore trained reserves as in equitable.

De Marinis (Italy) paid a warm tribute to the American concession.

Chinese Delegate's Views

The Chinese delegate, in a long statement, expressed the Government's wish that the Committee's work be expedited and successfully concluded. He demanded a description as encouraging, *inter alia*, militaristic nationalism and allowed the maintenance of trained reserves. Real disarmament was not possible under conscription.

The meeting was adjourned until April 29.

Other Views

The Dutch representative reluctantly renounced the inclusion of trained reserves in the draft of the convention, stating that the renunciation was made at the insistence of expediting the Committee's work, but the Neapolitan Government's opinion was unchanged and it in its view was not possible the delegation would have to ask the Council to release them from the task of trying to accept the responsibility of its non-inclusion.

The delegation, therefore, was glad that the decision of the present committee was not the final one.

M. Litvinoff regretted the exclusion of trained reserves, and stated that his Government was willing to have a reduction of all categories of armaments and armed forces conditionally if the same were similarly applied to other countries.

Lord Cushendun stated that he was strongly of the opinion that the Committee should include trained reserves. He repeated that he was prepared to make concessions in the interests of the Hague.

WHAT A PAI LAU IS



The centre piece of the *pa lau* erected over Hill-road, in gay West Point, one of several the Chinese community of Hong Kong put up in honour of the visit of H.R.H. the Duke of Gloucester to the Colony.

FENG LOYAL

Enemies' False Reports

CONFIDENCE IN NANKING

Hankow, Yesterday. Shao Li-tse, Marshal Chiang Kai-shek's delegate to General Feng Yu-hsiang, has returned here to report to Marshal Chiang Kai-shek, who is expected from Changsha this forenoon.

Shao Li-tse is accompanied by Hsueh Tu-pih, Minister of Health, who is acting as General Feng Yu-hsiang's delegate to Marshal Chiang Kai-shek pro tem. He explained that General Feng Yu-hsiang's regular delegate, Ma Fu-hsiang, has been despatched to Kansu to study the famine conditions there. Both delegates declare that relations between General Feng Yu-hsiang and Marshal Chiang Kai-shek are most harmonious, and that the reports to the contrary are merely falsifications circulated by their enemies.

They state that Feng Yu-hsiang has not yet recovered from his sickness. He is easily tired and suffers intermittently from fever. Notwithstanding this, he will leave for Nanking before May 10, provided that his illness does not become worse. They explained that he refused the presidency of the Executive Yuan since his health is not sufficiently good to withstand the strain entailed. However, through Hsueh Tu-pih, he reiterates his absolute confidence in the Central Government. Reuter.

LUNGKOW FALLS

Last Stronghold of Rebels

NANKING'S CLAIM

Nanking, Yesterday. Lungkow, the last stronghold of General Chang Tsung-chang and his followers, has fallen to the Government troops, according to a telegram received by the State Council last night.

The telegram states that General Chang Tsung-chang is still at Fushanhsien watching for an opportunity to slip away to the Government lines to Tengchow where a steamer is being held in readiness to convey him to Dairen. Reuter.

AMBULANCE BRIGADE

The Hon. Treasurer begs to acknowledge the receipt of the following donations to the St. John Ambulance Brigade Funds:

Mr. Kwok Siu-lau \$200
The Wing On Co. 100

success of the Committee's work and agree to the views of the majority. Any other course would wreck their work and Count Bernstorff's suggestion regarding trained reserves would be impracticable. Reuter.

DUKE'S GOOD-BYE

(Continued from Page 1.)

Rear-Admiral the Hon. Herbert Mende, the Earl of Airlie, Mr. F. A. Perry, Commodore R. A. S. Hill, the Hon. Sir John Kemp, Capt. Whyte, the Hon. Mr. C. Mc. Messer, the Hon. Sir Henry Pollock, the Hon. Mr. King.

Luncheon was quietly but quickly served, in order to give His Royal Highness plenty of time to attend the races.

Dainty dishes and luxurious shark fins were served out in silver bowls. Wine was poured into the glasses freely and soon everyone was "at home." Still formalities were descended. The spirit of "Hail, fellow, well met," predominated.

The following were the dishes of Chinese savouries put up for the Duke's delectation:

Pigeon Eggs and Bird's Nest Soup
Fried Grouse
Shark's Fin
Stewed Turtle
Partridge Congee
Grilled Chicken
Rice Melange
Mango Cream
Pastry
Fruits tea, etc.

Loyal Toast

Suddenly a gong sounded in the midst of the luncheon. Everyone put down their chop-sticks and looked in the direction of the main table to see what it was all about.

Behold there was the Hon. Sir Shou-son Chow standing up with a glass of champagne in his hand, calling out "order, order please." All the other guests rose in unison. "The King," said Sir Shou-son Chow, and the toast was loudly honoured by all present.

PUBLIC RECEPTION AT HONG KONG CRICKET CLUB



At the garden party on Friday, when residents of the Colony were presented to H.R.H. the Duke of Gloucester. On left: H.E. the Governor, Sir Cecil Clementi, K.C.M.G. (with spats). His Royal Highness, H.E. the General Officer Commanding, China Command (Major-General J. W. Sandilands, C.B., C.M.G., D.S.O.). At right: His Royal Highness shaking hands with Indian Army officers.—(K. Fujiyama).

"Great Britain, and its Great King, many more thousands of years to live," said the host in Chinese. This sentiment was re-echoed by all present.

Partridge Congee
The luncheon was rushed through in order to give His Royal Highness plenty of time to attend the races. After dessert was served, the Royal visitor took leave of his hosts and other guests present. Smilingly, he turned towards Sir Shou-son Chow, just before entering the lift and said that of all the dishes he liked the partridge congee was best."

The guests parted, some wended their way to the Race Course to see His Royal Highness riding, and some to their homes to rest before assembling at the Queen's Pier to bid farewell and God-speed to the Duke.

A Hearty Send-Off

At 5.20 Queen's Pier presented an animated scene. Thousands lined the Praya, and every point of vantage was crowded. A drizzling rain was falling, and as a Chinese gentleman remarked, "The Duke brought good 'joss' to this Colony. Look, he leaves the rain behind with us."

A Guard of Honour drawn from the 3/15th Punjabi Regiment was paraded in front of the pier, and just at its rear was the full band of the same regiment.

At 5.40 p.m. a traffic constable on a motor-cycle came dashing to announce the arrival of His Royal Highness. Before his vehicle came to stop, H.R.H. the Duke was seen coming along in a motor car with H.E. the Governor, H.E. Major-General Sandilands, and other officers in two other cars. Simultaneously the band struck up the National Anthem.

Alighting from the motor-car, His Royal Highness accompanied by H.E. the Governor, H.E. Major-General Sandilands, and other officers inspected the Guard of Honour. His Royal Highness then entered into the dark foliage of the Pier and there shook hands and said good-bye to His Excellency the Governor, members of the Legislative Council, Consular Body, and

JUDGE HARDY

(Continued from Page 1.)

"Not Guilty" Of All Charges

SEQUEL TO IMPEACHMENT

Sacramento, Yesterday.

Judge Hardy has been found not guilty of all the charges brought against him in the State Senate Court.—Reuter's American Service.

The following telegram from Sacramento, dated February 21, explains the above:—The Legislative Assembly of California has decided, on the recommendation of the committee of investigation, to impeach Judge Hardy, following his removal from the membership roll of the American Bar Association.

He admitted that he received a sum of \$2,500 from Mrs. Aimee McPherson, the well-known evangelist, which he said was for legal advice given prior to the time she was charged with conspiracy in connection with her story of kidnapping.]

A CRASH

New Zealand Flyer's Misfortune

MACHINE DESTROYED

Paris, Yesterday.

The New Zealand flyer, Mase, crashed at Roanne. The machine was destroyed but the pilot uninjured.—Reuter.

ROYAL VISITOR

(Continued from Page 5.)

Winner Places

Dynasty's Young Pretender 161 lbs. (Mr. Newbiggin) 3

Hynes & Mackie's Perk 142 lbs. (Mr. Loo) 0

Time: 2 mins. 38.3/5 secs.

2½ lengths, 6 lengths.

Parimutuel winner \$9.00; places,

1st \$5.10; 2nd \$2.20.

With the exception of Peck which was out of the race after half the journey had been done, the remainder of the field (that is, the other three ponies) were in line coming into the straight.

Young Pretender, having made the pace, held the rails. Town Hall was in the middle and Grand Tattoo Eve on the outside. The Eve candidate stretched ahead and remained in front to catch the judge's eye decisively. After a short battle Town Hall also forged ahead but failed to threaten danger to Grand Tattoo Eve, which had been held back most of the distance.

Peck suffered at the start.

The Officials

The officials for the meeting were:—

Patron:—H.E. Sir Cecil Clementi, K.C.M.G.

Honorary Stewards:—H.E. Vice-Admiral A. K. Waite, C.B., H.E. Major-General J. W. Sandilands, C.B., C.M.G., D.S.O., Commodore R. A. S. Hill.

Stewards:—Mr. C. G. S. Mackie.

Chairman, Mr. B. D. F. Beith, Mr. R. M. Dyer, Sir Henry Gollan, Kt., C.B.E., Hon. Mr. A. C. Hynes, Mr. M. T. Johnson, Mr. T. E. Pearce, Hon. Mr. W. E. L. Shenton, Mr. F. Sutton, Mr. P. Tester.

Mr. W. D. Fiddes Wilson, Clerk of the Course.

Mr. D. E. Clark, Judge.

Mr. P. Tester, Assistant Judge.

Mr. R. M. Dyer, Mr. T. E. Pearce, Mr. C. B. Brown, in charge of the Scales.

Mr. W. D. Fiddes Wilson, Starter.

Mr. S. A. Sleep, Second Starter.

Mr. F. Sutton, Paddock.

Mr. C. M. S. Alves, Mr. H. W. Moon, Handicappers.

Mr. A. A. Alves, Timekeeper.

Dr. J. C. Macgown, Honorary Surgeon.

Major F. Roche Kelly, R.A.V.C., Mr. L. Reidy, M.R.C.V.S., Honorary Veterinary Surgeons.

Mr. C. B. Brown, Secretary.

Linstead & Davis, Treasurers.

Band Programme

The Band of the 1st Battalion the Somerset Light Infantry played the following programme of music:—

1.—March, Ulaneruf . Eileenberg

2.—Overture, Lustspiel Kelu-Bela

3.—Selection, That's a Good Girl

Gershwin

4.—Divertissement Espagnole Desormes

5.—Fantasia, Mister Cinders Ellis & Meyer

6.—Waltz, The Barcarolle

7.—Selection, The Merry Widow Lehar

8.—Fantasia, Lucky Girl Charig

9.—Japo-Niasairie, Ke-Sa-Ko Chaplin

10.—Excerpts from Blue Eyes Kern

Regt. March ... Prince Albert

God Save the King.

Conductor: Mr. E. J. Woolcott.

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"GARTER MISSION"

Functions For Duke of Gloucester

TO VISIT PLACES OF BEAUTY

The programme for the stay in Japan of H.R.H. the Duke of Gloucester and other members of the "Garter Mission" shows that his time will be kept fully occupied.

For the first eight days he will be the guest of the Japanese nation and will stay at the Kasumigaseki Palace in Tokyo, but from May 10 onwards, until his departure for Canada on May 23, he will be given an opportunity to visit some of the best-known beauty spots in Japan and travel about informally. The following is a summary of the programme but it is pointed out that from May 10 onwards it is still subject to minor alterations:—